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The General Plan

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ORDER OF ELEMENTS

- I. HOUSING
- II. NOISE
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- V. PARKS &
RECREATION
- VI. PUBLIC FACILITIES
- VII. URBANSCAPE SCENIC
HIGHWAYS/
COMMUNITY DESIGN
- VIII. CIRCULATION
- IX. LAND USE

**Alhambra
General
Plan**

INTRODUCTION



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INTRODUCTION TO THE GENERAL PLAN

HISTORY AND LOCATION OF ALHAMBRA

The City of Alhambra is located approximately five miles east of downtown Los Angeles, at the western edge of the San Gabriel Valley. It is surrounded by the cities of Los Angeles to the west, South Pasadena and San Marino to the north, San Gabriel to the east, and Monterey Park to the south.

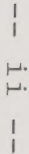
Alhambra is served directly by the San Bernardino and Long Beach Freeways which provide the residents with easy access to a wide variety of shopping, employment, recreational and cultural opportunities throughout the region.

Historically, Alhambra was once a part of a vast Spanish land grant with a primarily agricultural economy. In later years, as Mexican rule came to an end, the area was subdivided into smaller ranchos. Increased subdivision and development activity was spurred by the coming of the railroad prior to the turn of the century, leading to the City's incorporation in 1903. During the next four decades, Alhambra became increasingly residential in nature, forcing the agricultural and citrus industries eastward. Also, during this period, a broad new employment base allowed the City and its residents to become less dependent upon Los Angeles and more of a focal point for the San Gabriel Valley.

Alhambra's urbanization was completed between the mid-1940's and early 1960's as the region absorbed a westward shift in population from the East, aided by new freeway construction and a greater reliance on the automobile.

The first stage of urbanization has been complete for some time now. Currently, Alhambra is experiencing what may be termed its "second stage" of urbanization, which is actually a transitional shift in the physical development and land use patterns of the City. As the older structures continue to age and, in some cases, deteriorate, they are slowly being removed and replaced by new structures. In many cases these new structures are of higher density or different type of land use than those that were replaced.

The Alhambra General Plan deals primarily with the current stage of growth and change and with the direction such change should take, in order to ensure the highest possible quality of Alhambra as a community in which to live, shop, work, and play.



THE GENERAL PLAN

The General Plan is an official public document. It is adopted by the local government as a policy guide to decisions concerning the physical development of the City. It is also an official statement of policy concerning the future growth and development of the community.

The General Plan, or "Comprehensive Plan" as it is often called, embodies the following three essential characteristics:

- Comprehensive -- The Plan should encompass all geographic areas of the community and all functional elements which bear on physical development.
- General ----- The Plan should summarize policies and proposals, but should not indicate specific locations or detailed regulations.
- Long Range ----- The Plan should look beyond the foreground of pressing current issues to the perspective of problems and possibilities years or decades into the future.

Being a major instrument for the guidance of development and change, the General Plan's guidelines and recommendations will, in turn, be affected by the many changes that take place in future years. Therefore, it is important that all elements of the Plan be reviewed annually and updated as necessary to reflect changes that have occurred as well as continuing trends. In addition, Alhambra's various codes, ordinances, and other tools that will be used to implement the Plan should also be continually updated, as appropriate.

The Need for a General Plan:

Local government has a great deal of influence on the manner in which the community develops. The buildings, facilities, and improvements provided by local government affect the daily lives of most citizens, give form to the community, and stimulate or retard the development of privately-owned land.

Generally, about one-half of the land in any community is public, in the form of streets, parks, schools, etc. These lands, as well as those in private ownership, are regulated by the local government. Therefore, the government is the body

with the greatest opportunity to coordinate the overall pattern of physical development. This is as it should be, since the decisions of government are made by a legislative body that represents the citizenry at large.

Local government is inescapably involved in development decisions concerning zoning, street improvements, sites for public buildings, etc. Since the government is made up of lay citizens primarily, it needs some technical guidance in making these physical development decisions. It needs an instrument which establishes long-range general policies for the physical development of the community in a coordinated, unified manner, and which can be continually referred to in deciding upon the development issues which arise. The General Plan is such an instrument.

The Purpose of the General Plan:

- To improve the physical environment of the Community
- To promote public interest and confidence in the issues and activities of the Community
- To develop and implement community development policies in a democratic fashion
- To coordinate the political and technical relationships of community development
- To provide long-range goals and objectives as inputs to short-range decisions and actions
- To bring professional and technical knowledge to bear on the making of political decisions concerning the physical development of the Community

The Functions of the General Plan:

- Policy Determination -- The adopted General Plan represents the development policy of the City Council of Alhambra.
- Policy Effectuation -- The General Plan assists the City Council, Planning Commission, and related City staff in making decisions concerning specific development problems which occur daily, based on a comprehensive set of general long-range policies for future development and change.

- Communication -- The General Plan presents, in both text and maps, the City Council's policies to all persons concerned with or involved in community development and change.
- Provide Advice -- The General Plan is the vehicle through which the City Council receives counsel from advisors in a clear and concise up-to-date form to assist them in determining and effectuating the long-term goals and objectives.
- Education -- The General Plan should develop interest in community affairs and development issues, provide factual data, indicate future and current trends, and stimulate thinking about future improvement opportunities. The document, which is updated periodically, can provide a wealth of information concerning all major characteristics of the community and its residents. This information can then be used as background reference material in conjunction with the goals and objectives.

Contents of Alhambra's General Plan:

Nine elements are mandated by the State of California for inclusion in all General Plans. In addition to these, three additional elements have been prepared for the Alhambra General Plan (indicated by asterisks). The following is a list of the twelve elements:

- Housing
- Noise
- Seismic Safety (under separate cover)
- Public Safety (under separate cover)
- Public Facilities*
- Urbanscape Scenic Highways
- Community Design*
- Conservation
- Open Space
- Parks and Recreation*
- Circulation
- Land Use



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**Alhambra
General
Plan**

HOUSING

I.

HOUSING ELEMENT

of the
ALHAMBRA GENERAL PLAN

Adopted by:
ALHAMBRA CITY COUNCIL
May 4, 1976

Prepared by:
URBAN FUTURES, INC.
Santa Ana, California

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INTRODUCTION

AUTHORITY

The California Government Code Section 65302(c) requires a housing element of all city and county general plans, as follows:

"A housing element, to be developed pursuant to regulations established under Section 37041 of the Health and Safety Code, consisting of standards and plans for the improvement of housing and for provision of adequate sites for housing. This element of the Plan shall make adequate provision for the housing needs of all economic segments of the community."

SCOPE OF THE HOUSING ELEMENT

A "Housing Market" is generally defined as a geographical area within which housing activity in one area affects activity in another area. In reality, the largest housing market area would be a series of smaller overlapping housing markets, each having its own characteristics of supply and demand, development requirements, qualities, prices, and appeal. Since these market areas do overlap and are affected by outside or regional influences, these will be taken into consideration in the Housing Element. However, for the purposes of the Housing Element and related research, the boundaries of the Alhambra Housing Market Area will coincide with those of the City itself.

Since much of the information on housing and the residents of Alhambra will be presented in tables throughout this Element and in the Appendix, and since most of the information relates directly to Census Tracts in the City, each of the tracts have

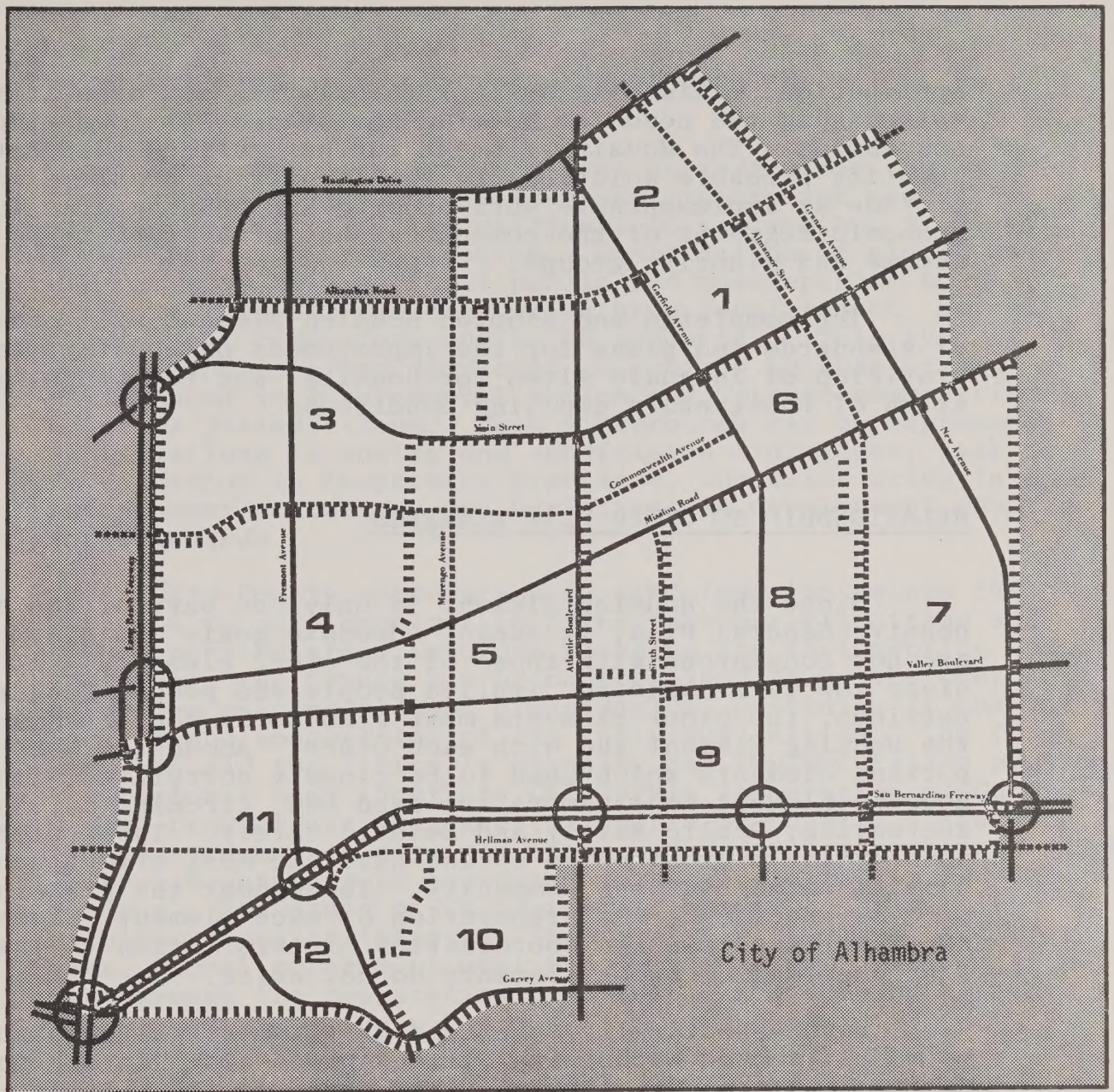
been assigned a number from 1 to 12, according to the numerical order of the tracts. For the purposes of this Element, these census tracts will now be referred to as "Housing Areas". Since Alhambra consists of twelve census tracts, some of them having seven-digit identification numbers, these one- and two-digit Housing Area numbers will identify the various areas of the City much more readily and with less confusion. The following are the census tracts of Alhambra, along with the new Housing Area identification numbers which will be used throughout the remainder of this Element.

<u>HOUSING AREAS</u>	<u>CENSUS TRACTS</u>
1 -----	4803
2 -----	4804
3 -----	4808.01
4 -----	4808.02
5 -----	4809
6 -----	4810
7 -----	4815
8 -----	4816.01
9 -----	4816.02
10 -----	4818
11 -----	4819.01
12 -----	4819.02

The Housing Element is prepared in accordance with the guidelines set forth by the Council on Intergovernmental Relations (CIR). These guidelines define five specific areas of concern and need in the community, as follows:

- (1) Inventory of Existing Units
- (2) Inventory of Potential Units
- (3) Inventory of Existing Sites
- (4) Population Characteristics
- (5) Need (by type, size, location, price, etc.)

During the month of January 1975, a Housing Assistance Plan was prepared, in conjunction with the preparation of the Housing Element, as a requirement of the Department of Housing and Urban Development's Community Development Block Grant



HOUSING AREAS
Figure 1

application. This Plan dealt with all five of these items in determining the need for housing assistance for lower-income households. The Housing Element further refines that data to identify probable solutions to the identified problems and to provide an implementable work program and housing plan for all economic segments of the community, but with emphasis on lower-income and minority groups.

The completed and adopted Housing Element will consist of standards and plans for the improvement of housing, for provision of adequate sites for housing, and for the elimination of substandard dwelling conditions.

RELATIONSHIP TO OTHER PLAN ELEMENTS

Since the Housing Element is only one part of the comprehensive General Plan, it cannot advocate goals and plans that are not consistent with those of the other elements. In turn, since the term "housing" implies people and people require services, the other elements must also be in conformance with the Housing Element and with each other. Among the more important elements which need to be closely correlated with the Housing Element in Alhambra are Land Use, Circulation, Noise, Recreation, Public Safety and Seismic Safety. These elements usually are most affected by and have the most effect upon housing throughout the Community. Throughout the planning process and during the preparation of each element, there is continual analysis and coordination of information to insure that conflicts between elements do not arise.

More specifically, the Land Use Element will probably be most affected by Housing Element proposals. In Alhambra's current stage of development, many areas of the City are changing or are in a transitional state somewhere between the existing older and often deteriorating uses and the newer and often higher intensity uses. The needs for certain types and densities of housing, as determined by the Housing Element, will significantly influence residential land uses as proposed in the Land Use Element and ultimately reflected on the City's Zoning Map. This will, in turn, necessitate adjustments in other General Plan elements. The Circulation Element must provide for the traffic generated by the residential and other land uses, the Public Facilities and Recreation Elements must provide for the services, utilities and facilities needed, the Noise Element must deal with increasing levels of noise, etc.

INTERGOVERNMENTAL AND INTERAGENCY COOPERATION

Cooperation between adjacent jurisdictions, between the City and County, or between departments and agencies within the City is often difficult to achieve but is vital to an ongoing housing program. Coordination of plans, goals, and programs between local public and quasi-public bodies, state and federal agencies which have local impact, as well as regional regulatory bodies is essential. This type of cooperation is often difficult to achieve because of the differences in governmental philosophy between communities or other jurisdictions. Such differences may be expressed in variations in zoning and subdivision ordinances, lack of coordination in inspection practices, inconsistencies in code enforcement practices, and variations in development practices and standards.

City-County cooperation is also important since the County acts as a catalyst to bring together all cities and unincorporated areas into one planning and implementing unit. Therefore, the County has been determined to be the most effective housing element organization, providing it has the backing and cooperation of its individual cities. The County may then aid the cities in planning and implementation programs. The regional body (Southern California Association of Governments) provides an even greater degree of housing assistance in other forms, as does the State and Federal governments. The Federal Government is committed to housing with limited funding. The State of California is committed primarily with technical assistance. The County is the catalyst for the area. Local government must become committed through action and through the preparation of a meaningful Housing Element.

GOALS

State Housing Element guidelines have identified at least three broad goals of a housing element, as modified below:

- (1) To maintain and promote the provision of adequate housing for all persons regardless of income, age, race, or ethnic background.
- (2) To maintain and promote the provision of housing selection by location, type, price, and tenure.
- (3) To maintain and promote open and free choice of housing for all.

OBSTACLES

Although the goals and objectives of the Housing Element are well thought out and pertinent to the situations in Alhambra, the City can expect to be faced with some obstacles which may impede implementation. These obstacles may go far outside the realm of housing or of City control. The following are some of the obstacles to be most aware of:

INSTITUTIONS AND PROCEDURES

Institutions are defined as those public agencies and actors involved in housing production and use. Procedures are simply their activities which affect the housing market.

Generally, local government lacks sufficient jurisdiction to achieve a unified approach to a housing market since the consumer seeks housing alternatives in an area not defined by City boundaries. Therefore, the housing market is affected by conditions and actions beyond the control of local decision-makers.

Likewise, the developers seldom confine their operations to any one city. This, along with variations in procedures and requirements, may lead to complications and preferences for cities with more appealing development standards. This is especially true when neighboring jurisdictions are in competition to capture development.

Since very few attempts at market-wide cooperation have been successful, regional agencies, unfortunately, are necessary to deal with regional market issues, creating other obstacles such as County housing authorities and other regulatory agencies. This leads to greater fragmentation of housing authority and often results in data gaps, especially on the regional level. The lack of up-to-date accurate data is often noted as a major problem in establishing demand for housing.

Taxing agencies are often cited as having a major impact on housing. Local jurisdictions face the dilemma of needing an adequate tax base. Additional development increases the property tax base but also increases the demand for services. In this case, low income housing faces an obstacle since the demand for services is substantial but the revenue derived from such housing is minimal.

Property tax structures are obstacles because they discourage property improvement by raising assessments when such improvements are made. An additional burden is put on the low income property owners who are taxed on the potential use of the property they own rather than the actual income derived from it. Older deteriorating properties are often zoned for higher uses, making them more valuable and resulting in a greater tax burden, especially on lower income families and elderly persons who have paid for their home and may have occupied it for decades.

RESOURCES

Housing costs in terms of land and construction costs have skyrocketed in recent years, making it difficult for many families to afford housing in Alhambra. Rising interest rates have also been responsible for hardships. Because of these factors, low-cost unsubsidized housing cannot be produced to any great extent in Alhambra. Since the City is not in a position to carry on a subsidy program, the obstacle is that the Federal government's programs have not been funded to a level to permit them to deal effectively with the overall problems.

Neither of these obstacles (housing costs or lack of Federal funding) are within the control of City government. Although the City could ease some of its restrictive City requirements, this probably would not have a significant effect on housing economics.

ATTITUDES

Public attitudes nationwide have always been toward favoring "home rule" rather than strong regional agencies to deal with housing problems. There is often a fear of government that is too far removed from the people or the community and hesitation about the use of government intervention. There has also been frequent rejection nationwide of programs for dispersed or low-income housing opportunities. This is often traced to a fear of inundation by the poor or minority groups that could lead to neighborhood deterioration and lower property values.

Land has often been viewed from an investment viewpoint rather than from the standpoint of concern for the environment. Therefore, attempts to improve the quality of the residential environment are severely limited and likely to remain so unless these attitudes change.

CENSUS STATISTICS

For the most part, the statistics used in the preparation of this Housing Element, and in the previous Housing Assistance Plan, were derived from the 1970 Census of Housing and Population. Although several updated census counts and cross-tabulations were used, the fact remains that these statistics are several years old and may not accurately reflect the current conditions.

Wherever possible, available updates of housing or population information were used. However, the 1970 Census was primarily the basic source. In some cases, conclusions or assumptions were made based on trends or projections, but only when these were important to the discussion and only when they were considered to represent a very reasonable estimate of the actual figures. In most cases that rely on Census information, the tables in the text use percentage proportions rather than actual numbers or totals. However, for reference, the actual figures are also included in the Appendix of this element. By separating the tables from the text, there is less possibility of confusing updated information or estimates with the actual, and possibly outdated, 1970 Census figures.

THE CURRENT HOUSING SITUATION

California State Law mandates that a City, through its housing element, provide a course of action dealing with the following three concerns, which include the five specific areas of concern outlined in the CIR Guidelines, as noted on page 2:

- (1) The provision of adequate sites for new housing,
- (2) Improvements to the existing housing stock, and
- (3) Adequate provision for the housing needs of all economic segments in the community.

The provision of adequate housing sites relates to the number and types of housing in locations appropriate for residential development. Since the land area within the City of Alhambra is already nearly completely developed, this area of concern will deal primarily with the scattered vacant parcels that now exist for potential residential development and also any plans or projects now underway that would provide additional land for this purpose through redevelopment, demolition or other action.

Improvements to the existing housing stock concerns the replacement and rehabilitation of substandard housing. Since much of Alhambra's housing stock consists of older dwellings, this will be of major significance in the Housing Element. This section will also deal with the conservation, enhancement and concentrated improvement of selected neighborhoods.

In order to adequately meet the housing needs of all economic segments of the community, the general overall characteristics of the population will be summarized with special attention given to the characteristics and needs of poverty, low- and moderate-income groups, elderly residents, and large families.

The following sections will deal with the current housing situation in Alhambra, including population characteristics, summary of existing housing, and housing needs by type, price, size and location.

POPULATION CHARACTERISTICS

The primary source of information and statistics concerning population and housing in Alhambra is the 1970 Census of Population and Housing. Data from this source as well as other existing available data is used, as well as responsible estimates, conclusions and proposals based on defensible planning procedures.

Population Distribution:

The population of Alhambra is made up primarily of families of moderate income and whose main sources of income are the industrial and office-professional areas of Alhambra and neighboring communities. The total population of the City, according to the 1970 Census, was 62,125, of which 20,228 (32.6%) were of Spanish language or surname. This was the only major racial minority group or ethnic minority group that consisted of more than five percent of the City's total population. However, there is another minority group of great importance that consists of the elderly or senior citizens of the Community (those 62 years old or older). At 20 percent of its population, Alhambra has the third largest concentration of elderly persons in the San Gabriel Valley. The Spanish and the elderly are the two major groups that will be most closely evaluated throughout this Housing Element. It is important to insure that their particular housing needs are adequately assessed and provided for.

As previously mentioned, the 1970 Census showed the population of Alhambra to be 62,125. In order to update the information in this Element, a 1974 population estimate of 63,062 was used. This figure was arrived at, based on periodic updates of population and dwelling units by the Los Angeles Regional Planning Commission. The population estimate is directly based on the dwelling unit updates by type as shown in the table below.

DWELLING UNIT TYPE	1970	1974	UNIT CHANGE	POP. CHANGE
Single-Family & Duplex	16,971	16,763	-208	-562
Trailers	27	29	+ 2	+ 4
Multiple-Family	8,957	9,744	+787	+1,495
TOTALS	25,955	26,536	+581	+937

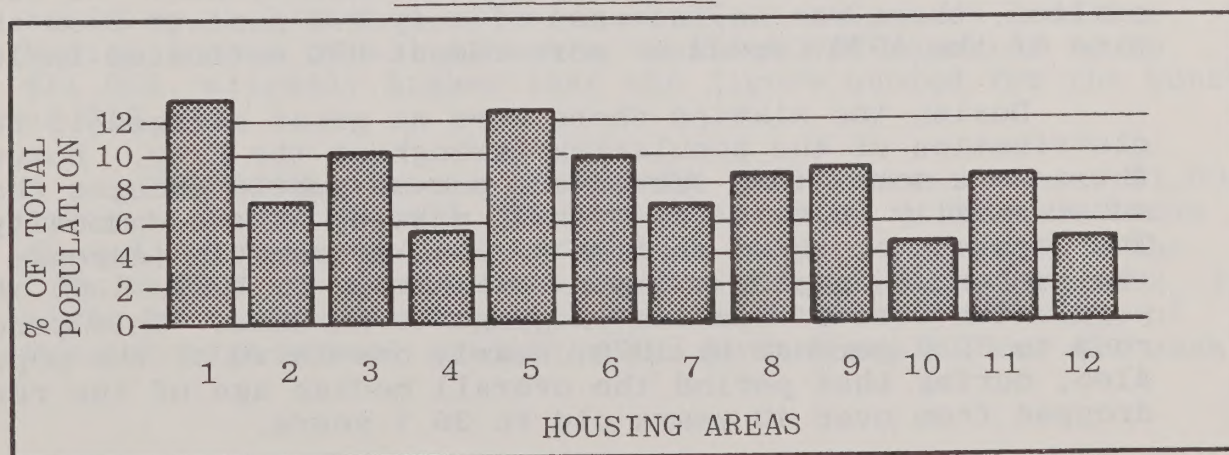
SOURCE: L.A. Regional Planning Commission

The following table breaks down the population of Alhambra by Housing Areas showing the percentage distribution of the total population and also the distribution of the Spanish surname and elderly populations. The second table (bar graph) illustrates the overall population distribution by Housing Area to better show the relative proportions according to population. The Housing Area Map on page 3 may be referred to in order to apply this information to specific portions of the community.

FIGURE 2
POPULATION DISTRIBUTION
BY HOUSING AREAS

HOUSING AREAS	% OF TOTAL POPULATION	% SPANISH SURNAME	% NON-SPAN. SURNAME	PERCENT ELDERLY
1	12.7%	17.2%	82.8%	24%
2	7.2%	17.3%	82.7%	25%
3	10.1%	47.6%	52.4%	23%
4	5.6%	54.1%	45.9%	18%
5	12.3%	34.1%	65.9%	21%
6	9.9%	30.7%	69.3%	23%
7	6.9%	14.7%	85.3%	12%
8	8.5%	32.5%	67.5%	18%
9	8.9%	43.2%	56.8%	19%
10	4.5%	13.4%	86.6%	9%
11	8.4%	32.6%	67.4%	18%
12	5.0%	62.2%	37.8%	18%
TOTALS		32.6%	67.4%	20%

FIGURE 3
PERCENTAGE DISTRIBUTION OF
TOTAL POPULATION



The information in the previous two tables was based on the 1970 Census distributions of population in Alhambra since updated population figures do not provide a breakdown by census tracts (Housing Areas). However, since the estimated population increase from 1970 to 1974 was only about 1.5 percent, these distributions are assumed to be reliable. A table entitled "Population Distribution by Housing Areas" has been included in the Appendix (Figure A-1) as a supplement showing the actual population figures for each of the Housing Areas according to the 1970 Census.

The Age/Sex Pyramid, which is located in the Appendix (Figure A-2), represents a profile of the community by age and sex. The City of Alhambra is well represented in all age categories. The male/female balance is fairly equal in the younger age groups. However, beginning in the upper 40's age group, the male/female balance shifts slightly to the female side with a much greater percentage of females in the upper age groups. This is not unusual for a community. This imbalance represents the longer life expectancy of females and results in a ratio of elderly persons of about 35 percent male to 65 percent female. Of all persons over the age of 85, this imbalance is considerably greater -- about 75 percent female to only 25 percent male.

Alhambra also has a large number of young adults in the 20 to 30 year old range which includes a large number of young families with an average of slightly less than two children per family. This shows a trend toward smaller families in Alhambra than for the County which has an average of 2.24 children under the age of 18 per family.

During the ten year period between the 1960 and 1970 Census, the population of Alhambra increased 13.4 percent. This was an increase of 7,318 persons from the 1960 count of 54,807 to the 1970 count of 62,125. The population growth has appeared to slow considerably in recent years. As shown earlier, there was an increase of only 1.5 percent from the time of the 1970 Census to more recent RPC estimates in 1974.

During the sixties there were no great changes in the distribution of the population throughout the City. However, there were some other subtle and not-so-subtle changes that substantially changed the overall make-up of the community. The greatest of these changes was a dramatic increase in the number of Spanish surname residents. In 1960, 5.8% of the population were of Spanish language or surname. This percentage rose to 32.6 percent by 1970, nearly one-third of the population. Also, during that period the overall median age of the residents dropped from over 40 years old to 36.7 years.

The following table provides a comparison of some of the major population characteristics of Alhambra according to the 1960 and 1970 Census.

FIGURE 4
POPULATION COMPARISONS
1960 & 1970 CENSUS

	<u>1960</u>	<u>1970</u>
TOTAL POPULATION -----	54,807	62,125
Percent Under 18 Years -----	25.3%	23.4%
Percent 65 and Older -----	15.8%	16.4%
TOTAL HOUSEHOLDS -----	20,679	25,130
Persons per Household -----	2.62	2.43
Persons in Group Quarters --	1.3%	1.6%
MEDIAN AGE -----	40.5	36.7
Female -----	42.6	40.8
Male -----	37.6	32.7
SPANISH SURNAME POPULATION -----	3,153	20,228
Percent of Total Population	5.8%	32.6%

SOURCE: 1970 Census
 1960 Census

Family Income and Employment:

According to the 1970 Census, there were 17,233 families residing in Alhambra of which 17.8% were Spanish families. The Median Income of all Alhambra families was reported to be \$11,004, slightly higher than the figure quoted for the County of \$10,972.

The Median Income of Spanish families was almost \$1,000 lower than the overall City average. Only in Housing Areas #1 and #11 were the Spanish Median Incomes higher than the City median, as can be seen in Figure A-3 in the Appendix. It might be noted that Area #11 has the highest percentage of Spanish high school graduates and both Areas #1 and #11 rank

fairly high in housing values, although their average rents are near or below the City average.

The Housing Areas with the highest percentage of families living below the poverty level were Areas #6 (10.3%) and #4 (10.1%). Housing Area #4 was found to be the lowest of all Housing Areas in both home values and average rents. Housing Area #6, while being second lowest in home values, was also the lowest of the Areas in median income and unemployment rate.

For Spanish surname residents, the areas ranking highest in the number of families below the poverty level are Areas #2 and #4, as shown in the table below. Once again Area #4 emerges as a potential problem area, as compared with the other Housing Areas of Alhambra, and appears to have a high percentage of low-income Spanish surname residents.

FIGURE 5
PERCENTAGE OF LOW-INCOME FAMILIES
BY HOUSING AREAS

HOUSING AREAS	PERCENT OF ALL FAMILIES BELOW POVERTY LEVEL	PERCENT OF SPAN. SURNAME FAMILIES BELOW POVERTY LEVEL
1	4.0%	6.7%
2	3.3%	21.2%
3	4.9%	5.6%
4	10.1%	15.6%
5	7.5%	12.8%
6	10.3%	10.7%
7	3.3%	10.3%
8	5.1%	2.4%
9	6.4%	3.3%
10	3.7%	-----
11	2.1%	-----
12	1.1%	1.7%

SOURCE: 1970 Census

The preceding table was included in the text of this Housing Element to show the approximate distribution of low-income families throughout the City of Alhambra. It is felt that, due to the small increase in total population since the 1970 Census, the overall percentage distribution has not changed significantly. However, for a more detailed account of the family income and poverty status of Alhambra residents as of the Census, Figure A-3 in the Appendix provides a more detailed summary, by Housing Area of this information.

The employment characteristics show, in somewhat greater detail, some of the reasons for the lower income levels among Spanish surname households. Generally, a lower percentage of Spanish surname workers are employed in the higher-paying "white-collar" professions such as professional, technical, managerial, sales and clerical. A greater percentage are employed in fields such as craftsmen, operatives, laborers, etc. (See Figure A-4 in the Appendix for a 1970 Census employment breakdown)

Although the Median Income of non-Spanish surname residents is higher, their unemployment rate, as of the Census, was also higher in nine of the twelve Housing Areas. Therefore, unemployment among the Spanish surname workers does not appear to be as great a disadvantage as are some other factors such as level of education needed to meet higher job level requirements, or possibly equal employment opportunities.

Education:

A correlation can be seen between educational levels and median incomes when broken down to the Housing Area level. For example, the three Housing Areas having the highest overall median incomes are Areas #2, #7, and #10. These are also the three Areas with the highest level of median school years completed. Also, as will be seen later, these three Areas have the highest home values and rents. Based on these criteria alone, it would appear that the needs in these three areas for housing assistance are relatively low. However, additional information will be evaluated before such a conclusion is finalized, since housing assistance needs are based on the overall combination of the factors discussed in this Element.

A summary of the educational characteristics of the residents of Alhambra is included in Figure A-5 of the Appendix.

SUMMARY OF EXISTING HOUSING

Housing Distribution:

The 1970 Census showed that there were 25,955 dwelling units in the City of Alhambra of which 65.4 percent were single-family or duplex type. Since the time of the Census, periodic reports furnished by the City and used by the Los Angeles Regional Planning Commission to update Census data have shown a significant decrease in total single-family residences and duplexes and an increase in multiple-family units. The totals for 1970, revised totals as of 1974, and the amount of change that has taken place during those years was shown in the table on page 11 of this Housing Element. This information indicates a continued growth but also shows the transitional stage the City has been in over the past years and the effect on the housing stock that the transition is having, primarily in terms of residential density. The older single-family residences in some areas of the City are being replaced by higher density residential units. The City's past goals and policies concerning land use and housing have led to zoning in many areas of the City that favors this "recycling process", especially in the central areas, the downtown business district, and along major thoroughfares including Mission Road, Main Street and Garfield.

The current estimated breakdown of existing year-round dwelling units in Alhambra, based on updated Census information, are shown in Figure 6 below. The actual 1970 Census figures for housing units and occupancy are included in Figure A-6 of the Appendix for comparison purposes.

FIGURE 6
HOUSING UNITS BY TYPE & OCCUPANCY

TOTAL YEAR-ROUND HOUSING UNITS	-----	26,536
Owner-Occupied	-----	11,583
Renter-Occupied	-----	14,157
VACANT	-----	796
Single-Family & Duplex Units	-----	16,763
Multiple-Family Units	-----	9,744
Mobile Homes	-----	29

SOURCE: RPC Updates of 1970 Census
Urban Futures Occupancy Estimates

Structural Age:

The current estimated breakdown of the housing stock by age of the residential structures throughout the City is seen in Figure 7 below, which represents an update of the 1970 Census data. A supplemental table showing the actual figures as of 1970 is included in Appendix Figure A-7.

FIGURE 7
STRUCTURAL AGE OF HOUSING UNITS

<u>YEAR STRUCTURE BUILT</u>	<u>% OF TOTAL UNITS</u>	<u>% OF TOTAL SPAN.SURNAME</u>	<u>% OF TOTAL NON-SPANISH</u>
1965 - 1974	10.6%	11.2%	10.6%
1960 - 1964	12.3%	9.9%	12.7%
1950 - 1959	18.1%	20.1%	17.8%
1940 - 1949	22.2%	21.0%	22.3%
Before 1940	36.8%	37.8%	36.6%

SOURCE: 1970 Census Update
based on RPC 1974 Figures

Since the structural age often affects the amount of maintenance required to keep it in sound condition, it also affects rents, home values and, in areas that are not properly maintained, may significantly influence deterioration of entire neighborhoods.

From the preceding table it can be seen that more than one-half of the total housing stock of Alhambra was built prior to 1950, making it 25 years old or older. Also, more than one-third of the housing stock (36.8%) was built prior to 1940, or, at least 35 years ago.

The distribution of Spanish surname and non-Spanish residents is fairly equal in most categories and there appears to be no significant relationship between structural age and ethnic minority concentration.

It has been noted by City staff members that, in parts of the City that are made up of a high number of older dwellings apparently awaiting the inevitable recycling to higher density developments, speculation on the part of property owners brings about resistance to efforts to upgrade the property or invest more into the appearance or structural soundness of the dwellings. This sometimes apathetic attitude on the part of some owners, along with the notorious lack of concern by many renters for the property they rent, has the potential of allowing a much higher degree of blight to set into existing neighborhoods than has taken place to date. This possible impact of the higher density zoning was discussed in the previous General Plan and is also a major topic of concern in this update of that Plan, especially in the Housing Element and in the Land Use Element.

Housing Values and Rents:

The Fourth Count Housing Data of the 1970 Census provided a breakdown of unit occupancy and average home values and rents by Housing Area (census tracts in the Census reports). Figure A-8 of the Appendix summarizes this data. It was found that the Housing Areas that rank lowest in value or rent are usually those having the greatest degree of transitional activity or are affected by some major external and non-residential influence.

The table on the following page (Figure 8) provides a ranking of home values and average rents in Alhambra, according to Housing Areas. Although this data is based on 1970 figures, updates have shown no change in the overall ranking of the Housing Areas since the time of the Census.

Housing Area #4 was found to rank lowest in both home value and rent. The homes in this Area are located adjacent to the industrial area of Alhambra and the industrial environment appears to be having a negative effect on the residential quality of this Area. Housing Area #3, which also ranks quite low in both columns, is also near the industrial area and is an area that is changing from single-family homes to apartments. Housing Area #9 ranks 8th in both categories, possibly due in part to the presence of the freeway through this Area and heavy traffic on Atlantic Boulevard, Sixth, Garfield, and Almansor, all major streets. Housing Area #5 is centrally located and most, if not all, of the single-family homes are expected to be replaced by higher density uses in the future. The Housing Areas ranking

highest overall (#2 and #10) are at the north and south extremities of the City, fairly secure in their present land uses and away from most major blighting influences.

FIGURE 8
HOUSING AREA RANKING
BY HOME VALUES & RENTS

<u>RANK</u>	<u>HOUSING AREAS</u>	
	<u>HOME VALUE</u>	<u>AVE. RENT</u>
1	2	10
2	10	2
3	1	7
4	11	12
5	7	8
6	8	6
7	12	1
8	9	9
9	3	5
10	5	11
11	6	3
12	4	4

Since the 1970 Census was taken, inflationary trends and higher costs have caused housing costs to rise. In an attempt to verify this assumption in Alhambra, realtors were questioned informally and data pertaining to real estate sales during 1974 were studied. Of a sample of 146 homes sold in Alhambra during 1974, the average sales price was \$32,855, slightly more than 30 percent higher than the average home value at the time of the Census.

Similar research into rents in the area found the average rent to be \$165, an increase of almost 45 percent. Although this figure appears to be on the high side, it too indicates a trend toward significantly higher housing costs for Alhambra

residents. The Housing Area rankings generally followed the same pattern as did those in the preceding table in terms of overall needs, as will be seen in a later section.

To get an idea of the existence of any minority group concentrations in Housing Areas of low overall housing value or cost (rent), the total populations of the six Housing Areas at the bottom of the ranking (7-12) were calculated along with the populations of Spanish surname and elderly in those areas. It was found that 47 percent of the City's population lives in the Areas ranked 7th through 12th in housing value and 45 percent live in the six lowest rental areas. Breaking it down further, we found that about 58 percent and 57 percent of the Spanish surname population lived in the lowest Housing and Rental Areas respectively. The percentage of elderly was found to be slightly higher than the overall averages but not significantly so. The two Areas found to have the highest concentration of Spanish surname residents were Area #12 with over 62 percent and Area #4 with slightly more than half Spanish surname. Area #4 was earlier found to be lowest in both housing value and rents and is a primary potential target area for assistance, based on the findings.

Substandard Units:

As a part of the process leading to the figures needed for the application for housing assistance, a housing survey was conducted as a part of the Housing Assistance Plan. This Housing Survey, conducted in January, 1975, was undertaken for the purposes of being able to better judge the current condition of the housing stock of the community, to locate problem areas not indicated by the statistics or individual structures that were in need of assistance or demolition.

The Housing Survey consisted of a detailed field survey of housing conditions throughout the City. Four major classifications of "housing conditions" were used in the survey. These were (1) Sound, (2) Code Enforcement Necessary, (3) Needs Rehabilitation, and (4) Demolition Necessary. For a more detailed explanation of these criteria and the overall survey process, refer to the Housing Assistance Plan for Alhambra. The following table (Figure 9) is a tabulation of the results of this Housing Survey, including a count of vacant sites suitable for new housing.

The Housing Survey consisted only of an exterior evaluation of the structures and did not take into consideration lack of plumbing facilities nor overcrowded units. The Housing Survey

FIGURE 9
HOUSING SURVEY RESULTS

HOUSING AREAS	CODE ENFORCEMENT NECESSARY	NEEDS REHABILI- TATION	DEMOLITION NECESSARY	VACANT SITES
1	219	1	0	8
2	98	4	0	5
3	79	4	0	2
4	70	6	3	6
5	174	4	0	12
6	172	0	0	19
7	2	0	0	1
8	48	0	0	4
9	51	0	1	7
10	7	0	0	2
11	44	0	0	3
12	17	5	0	6
TOTALS	981	24	4	75

SOURCE: Urban Futures Field Survey
of Housing -- January 1975

was not intended to provide the actual number of substandard units in Alhambra but, rather, to supplement the Census information. A realistic estimate of substandard units has been obtained by adding the units lacking some or all plumbing facilities (as reported by the Census) to the units estimated from the Census data as being dilapidated with all plumbing facilities. Using this process, the figures in the following table (Figure 10) were generated. It should be kept in mind when reviewing this information in Figure 10 that this is based on Census statistics pertaining to plumbing facilities. Since the time of the Census, the number of single-family homes has decreased by more than 200 units, either through demolition, conversion to another type of use, or other transitional process. It is very possible that some of these units were substandard, however, it is impossible to make an accurate estimate of the number in order to update the information shown in Figure 10.

Overcrowding: *

Another factor that is often related to substandard housing units and often has a deteriorating influence on the neighborhoods is the degree of overcrowding in residential structures. To obtain an indication of the degree of overcrowding in Alhambra, the table "Characteristics of Housing Units and Population, by Blocks" of the 1970 Census of Housing was used. Although these statistics are not broken down into owner or renter occupied units nor into minority group occupancy, they do provide a better idea of the general locations of overcrowded units throughout the City. Current updated figures are not available for overcrowded units. However, for reference purposes, the 1970 Census data by Housing Areas is provided in Appendix Figure A-9. In addition to this table, the block statistics can be consulted within each Housing Area (census tract) to locate concentrations of overcrowded units by blocks or even neighborhoods.

The Census showed a total of 945 units to be overcrowded with 1.01 or more persons per room in Alhambra. This represents 3.8 percent of the total occupied units in the City. Table #70, "Utilization Characteristics of Housing Units With Household Head of Spanish Language or Spanish Surname", of the Census listed 472 Spanish housing units as being overcrowded. This represents 50 percent of the total number of overcrowded units in the City. Since only 32.6 percent of the residents of the City are Spanish, it can be seen that Spanish surname families are occupying a much greater portion than their mathematical share of the overcrowded units. Also, once again Housing Areas #4 and #12 show up at the top of the percentage ranking of overcrowded units with 8.2 percent and 9.4 percent respectively. The Area with the highest number of overcrowded units is Area #5 with 158 units listed. This Area ranks third in percentage and is also another of the Areas with the greatest need for housing assistance, based on the data studied.

* NOTE: Such terms and their related standards as "overcrowded", "substandard", "non-luxury", "adequate", "poverty", etc., are those of the Dept. of HUD. This Housing Element does not necessarily support, endorse or agree with the criteria, standards, or non-specific definitions used throughout this Element.

HOUSING NEEDS IN ALHAMBRA

OVERALL EVALUATION

The previous two sections concerning population characteristics and a summary of the existing housing has laid a partial framework for assessing the overall housing needs of the residents of Alhambra. Of primary importance here are the needs of lower-income households, the elderly, and other minority households (see NOTE on p.22). As was explained in the Housing Assistance Plan, the estimate of housing needs is based primarily on the number of lower-income households that spend, or would have to spend, an excessive proportion of their income in order to afford adequate non-luxury housing which is decent, safe, and sanitary and suited to their household requirements. The estimate is not intended to include those families presently receiving housing assistance. Once again, the 1970 Census was the primary source used to obtain an overview of the poverty status of all families in Alhambra (see Appendix Figure A-10). It was found that 5.4 percent of all Alhambra families had incomes less than poverty level. The corresponding figure for Spanish surname families was slightly higher at 7.4 percent.

To get an idea of the financial characteristics of the Alhambra residents as they relate to housing costs, the numbers of occupied units for total residents and for Spanish surname residents were found by housing value and by rent paid. Once again, updated figures for housing values and rents by Housing Areas are not available. However, for reference, the 1970 Census figures are included in the Appendix in Figures 11 and 12.

The distribution curves for both total population and Spanish surname population are very similar for both renters and owners. In the owner-occupied table (Appendix Fig.11), the percentage of Spanish surname owner-occupied units is slightly heavier at the more expensive end of the table than the total population. However, in the renter-occupied table (Fig. A-12), the Spanish surname curve would be steeper, judging by the lower percentages at the extremes and the considerably higher mid-point of 44.3 percent for the total renters at the \$100 to \$149 level.

Going one step further, other data was cross-tabulated to get an idea of how much people are really paying for rent, based

on their total income. To bring out this information, the following table has been broken out from the Census data to show by percentages this information concerning the percentage of income paid for rent.

FIGURE 10
RENTERS BY PERCENT OF INCOME PAID FOR RENT

PERCENT OF INCOME	PERCENT OF ALL RENTERS	PERCENT OF SPAN. SURNAME RENTERS
Less Than 10%	6.8%	5.3%
10% to 14%	21.1%	26.8%
15% to 19%	19.6%	21.9%
20% to 24%	12.3%	12.8%
25% to 34%	13.0%	13.0%
35% or More	22.9%	16.8%

SOURCE: 1970 Census

From the information in Figure 11, it can be seen that 48.2 percent of all renters are paying more than 20 percent of their income for rent and almost 36 percent are paying more than 25 percent of their income. An important observation is that for both categories (20% and 25% of income), Spanish surname units showed a considerably lower percentage than did non-Spanish surname renters. In other words, it appears that a smaller percentage of Spanish surname households are overpaying than are non-Spanish surname households. The most obvious conclusion would be that either the non-Spanish surname households are living slightly beyond their means in order to afford what they consider to be adequate housing, or that the Spanish surname households are taking advantage of lower costs found in the older

deteriorating housing stock that requires a lesser proportion of their income for housing costs. The most likely conclusion is that both of these possibilities are taking place in varying degrees throughout the Community. So, although the Spanish surname renters may be paying a smaller percentage of their overall income for rent, they are not necessarily better housed, or even adequately housed in many cases. Previously evaluated statistics in the Housing Assistance Plan and in this Housing Element have shown this to be true.

LARGE FAMILIES

Another factor used in the overall evaluation of housing assistance needs in Alhambra is that of the number of large families and the relationship of these to their income levels. Although "large families" are usually considered (by HUD) to be those with four or more minor children, in this case, due to the limited information available, all families having six or more family members were considered to be large families. Also, the only available source of this information was the 1970 Census. Since the population of Alhambra has increased very little since the Census was taken, it is felt that this information pertaining to large families gives a reasonable estimate for the purposes of this Housing Element. A more detailed summary of large families by income categories and occupancy is provided in Appendix Figure A-13.

According to the 1970 figures, the distribution of Spanish surname large families is similar to that of the total population with the greatest proportion of these families in the \$7,000 per year income bracket or higher. The median income for Alhambra at the time of the Census was slightly over \$11,000. Eighty percent of median income would have been about \$8,800. Since we are most concerned with those households with incomes of 80 percent of the median or less, we find that of the large families about 25 percent are in this category, almost half of which are Spanish surname families. However, because of the physical size of these families, the 80 percent figure will have to be adjusted downward according to their incomes in order to obtain a more realistic assessment of their needs.

HOUSEHOLDS REQUIRING ASSISTANCE

The need for housing assistance was based in part on the HUD requirements, which are not necessarily applicable to the City of Alhambra, for the Lower Income Housing Assistance Program (i.e., families whose income does not exceed 80 percent of Median Income) with adjustments upward and downward for larger and smaller families, or other limits established by HUD because of construction cost levels or other reasons pertaining to the situation in Alhambra.

Based on these criteria and on the available Census statistics, estimates were derived for the numbers of lower-income households needing housing assistance. Since the information on which these estimates were based has not been updated since the Census, the table below shows only percentage distributions of households and families, applicable to today's situation. The actual numbers, based on the Census are also presented in Appendix Figure A-14 for reference.

FIGURE 11
ASSISTANCE NEEDS OF HOUSEHOLDS
AND LARGE FAMILIES

	TOTAL HOUSEHOLDS	LARGE FAMILIES	SPANISH HOUSEHOLDS	SPANISH LARGE FAMILIES
NON-ELDERLY:				
Adequate:	81.4%	75.2%	76.2%	67.4%
Inadequate:	18.6%	24.8%	23.8%	32.6%
ELDERLY:				
Adequate:	74.9%	-----	80.8%	-----
Inadequate:	25.1%	-----	19.2%	-----

SOURCE: 1970 Census
Update Unavailable.

To lessen the possibility for misinterpretation of the information contained in either Figure 12 or Appendix Figure A-14, the following definitions were used:

HOUSEHOLD: A household consists of all persons, related or unrelated, living in a house, an apartment, a group of rooms, or a single room occupied or intended for occupancy as separate living quarters and excluding group quarters such as institutions, boarding houses and military barracks.

ELDERLY/NON-ELDERLY: Non-elderly households were defined as all households in which no member is 62 years old or older and all three or more person households, regardless of the age of the members. In turn, elderly households are limited to one or two person households with one or both members 62 years old or older. This is the reason why the "elderly" categories in Figures 12 and A-14 include no large families.

NEEDS BY HOUSING AREA

Much of the statistical information that has been presented in this report is City-wide information and not broken down into Housing Areas. However, from the sets of major criteria that were broken down, we were able to utilize an "area selection" process to find those Areas in greatest need of housing attention and/or assistance and to arrange them into priority groups according to their relative needs. Based on the results of the rating system, three priority groups were identified, each consisting of four Housing Areas. These priority areas are shown on the map in Figure 15.

Ten categories were used in the ranking process. Each Housing Area was first given a ranking according to its relative position in each of the categories. Then, the Housing Areas were ranked for each of the ten categories and each assigned a number from zero to eight. The highest ranked Housing Area in each category was assigned eight points, the second highest seven points, etc., with each of the last four receiving no

points, or zero. After this was done for each category, the point totals were added for each of the Housing Areas and they were then put into the three Priority Groups according to their ranking.

Figure 14 on the following page shows the criteria that was used to evaluate each of the Areas and the points each Housing Area received for each of the listed items. The highest single number of points possible is eight for any one category. The Housing Areas compiling the highest total points are considered to be the Areas in greatest overall priority need of housing assistance, or at least careful consideration, based on the data that was compiled and evaluated throughout this Housing Element.

FIGURE 12
RESULTS OF THE SELECTION PROCESS
BY PRIORITY GROUPS

<u>PRIORITY</u>	<u>HOUSING AREAS</u>
FIRST PRIORITY	3
	4
	5
	6
SECOND PRIORITY	1
	2
	9
	12
THIRD PRIORITY	7
	8
	10
	11

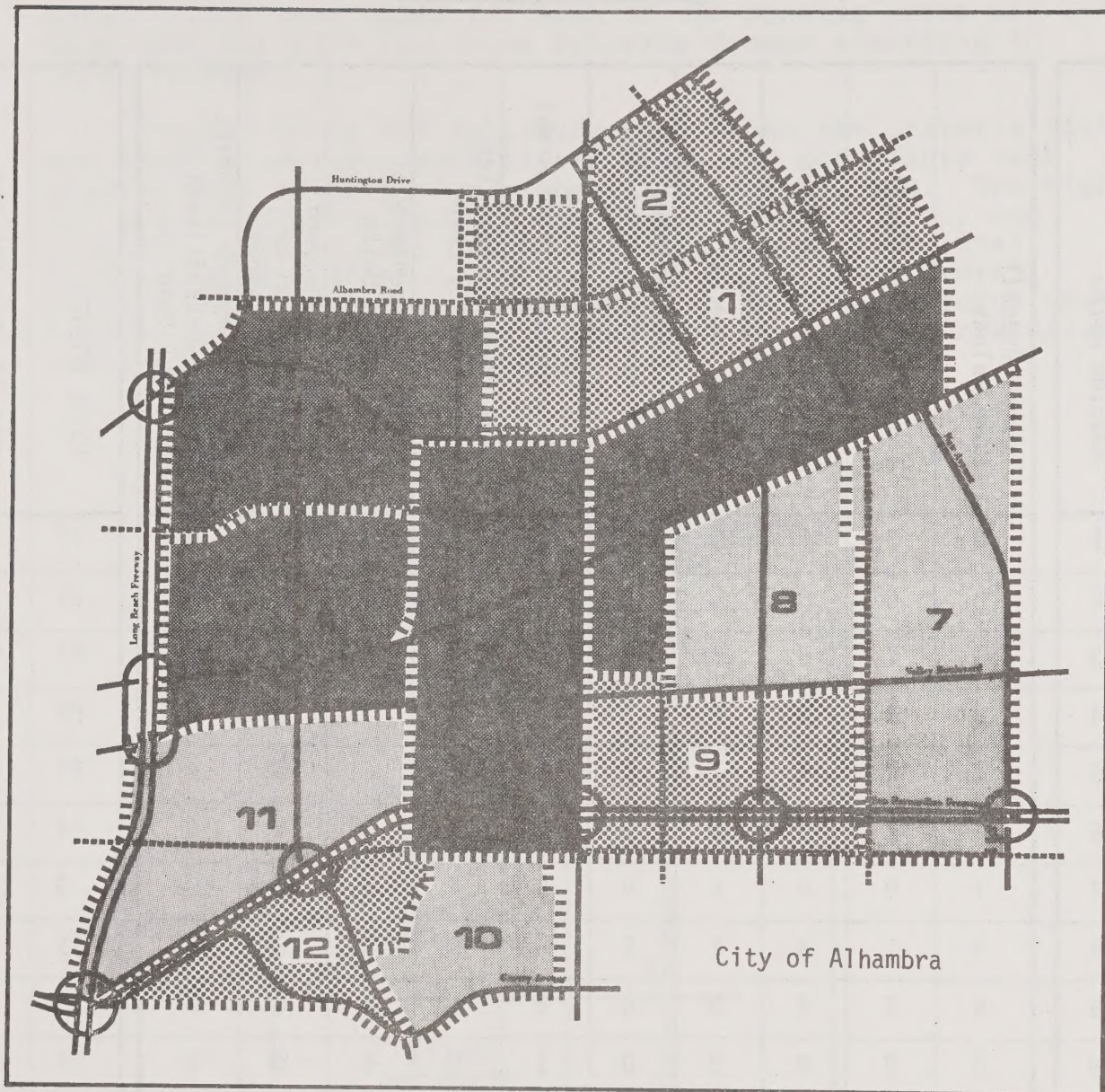
Figure 14 on the following page gives a detailed account of how each Housing Area ranked and the points given to it for each of the criteria. The map in Figure 15 shows these Areas by priority group throughout the City of Alhambra.

FIGURE 13
HOUSING AREA RANKING*
BY NEED PRIORITIES

HOUSING AREAS	Lowest Overall Home Values	Lowest Average Rents	Lowest Median Incomes	Lowest Minority Median Incomes	Highest Percentages of Minority Households	Most Families Below Poverty Level (% of Area)	Most Minority Families Below Poverty Level	Highest Percentage of Overcrowded Units	Greatest Number of Units in Need of Code Enforcement	Greatest Number of Units Needing Rehabilitation or Demolition	TOTAL POINTS	HOUSING AREA RANKING
1	0	3	1	0	0	2	3	0	8	0	17	8
2	0	0	0	5	0	0	8	0	5	6	24	7
3	5	7	6	2	5	3	2	2	4	5	41	4
4	8	8	5	8	7	7	7	7	3	8	68	1
5	6	5	7	7	4	6	6	6	7	4	58	2
6	7	2	8	6	1	8	5	1	6	0	44	3
7	1	0	0	4	0	0	4	0	0	0	9	11
8	2	1	3	1	2	4	0	0	2	0	15	9
9	4	4	4	0	6	5	1	4	0	0	28	6
10	0	0	0	0	0	1	0	5	0	0	6	12
11	0	6	0	0	3	0	0	3	1	0	13	10
12	3	0	2	3	8	0	0	8	0	7	31	5

*See page 29 of this text for an explanation of this matrix and the process used.

SOURCE: 1970 Census and updated Census statistics.



SOURCE: 1970 Census and updated
Census statistics.

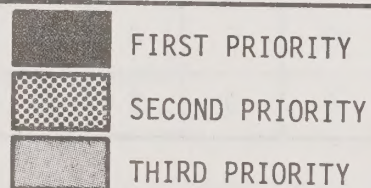


FIGURE 14
HOUSING AREA PRIORITIES

POTENTIAL SOLUTIONS

It has been seen that many and varied economic, social and physical housing problems currently exist in Alhambra. Many of the City's residents are burdened with neighborhood deterioration, problems of noise, congestion and other effects of increasingly higher densities, rising tax rates that often do not reflect the actual use of the land, today's high unemployment rates, and a high rate of inflation that is pushing housing costs upward at a faster pace than wage rates. These problems are not unlike those experienced by the residents of other communities with similar characteristics, size, and age, and in Alhambra, as in other communities, the minority population and the elderly are most often bearing the brunt of the problems.

This section of the Housing Element will offer a summary of the major points made throughout this Element and outline potential actions or programs which may be considered by the City of Alhambra in developing solutions to its housing problems. These programs and actions are organized into three major headings; (1) Increasing the Supply of Housing, (2) Stemming Deterioration of Existing Housing Stock, and (3) Enhancing Equal Opportunity. These three divisions are organized to include actions and programs aimed at the problems and potentials of housing in Alhambra as evaluated throughout the Housing Element.

INCREASING THE SUPPLY OF HOUSING

Since wage rates are not keeping pace with housing costs, the number of households in problem situations can be expected to increase. Strategies used to increase the supply of housing often tend to relate to the "filtering concept", whereby lower-income households benefit through attrition and filtration as new housing is built to provide for the upper end of the income scale. However, many federal programs now have as a secondary element the opening of new homes to purchase by low- and moderate-income groups in order to mitigate unequal opportunity. The following are some possible actions the City may undertake to provide an increased supply of adequate housing for all segments of the community.

Housing Technology and Costs

Major innovations are constantly being made in the housing industry. However, the industry has not kept pace with the availability of new technology and materials, partially because of a lack of cooperation on the part of various local communities and a tendency to resist rather than negotiate or change.

Approximately 65 percent of the cost of housing involves areas which would be susceptible to technological innovations including site improvements (10 percent), materials (30 percent), and labor (25 percent). Therefore, cost can be reduced by the use of less on-site labor, new materials and processes, and improved management techniques. The mobile home market has indicated the feasibility of the use of factory-produced housing and housing materials that are less expensive but very adequate and durable. Some new materials include innovations in insulation and paints, new concrete forms, glass curtain walls, and new materials in the heating and plumbing assemblies. Component technology may play an important role in new housing and also in the rehabilitation of existing housing through the use of preassembled kitchens, bathrooms, facades, and other insertable modules or sections.

There are problems that accompany the use of these new materials and technology, such as the experimental nature and lack of specifications for many advancements, the wide variability of costs, time lag in perfecting and achieving acceptance of major breakthroughs, and the lack of acceptance by the general public. However, as the need to expand the housing supply becomes more crucial, some of these constraints are lessened. This lessening of constraints can be reflected through the City's cooperative attitude toward utilization of new technology and materials in future construction and rehabilitation projects.

Building Codes

Building Codes that are not properly updated on a regular basis often restrict new practices and products that are considered minor in nature such as the spacing of 2x4 studs in non-bearing walls, preassembled plumbing and electrical units, and the use of plastic pipe, not to mention the more complicated issues of manufactured housing, prefabrication, and the continual emergence of new materials. Alhambra should continue to update the building codes on a regular basis to provide for new "proven" technology but without diluting the primary purpose of setting minimal standards for public health and safety. On-going and regular code enforcement should follow in order to insure compliance with the codes and stem deterioration.

Zoning Ordinance

Zoning, in general, is localized in nature, lacks consistency, is negative in character by restricting or excluding uses, and inhibits mass production or technical innovation in the field of housing. Fiscal or exclusionary zoning has always promoted the elimination of uses such as low income housing by containing provisions requiring excessively large lots, reduced densities, or the elimination or restriction of multiple units and mobile homes. Past zoning practices have also often designated poor or deteriorating residential areas for those hostile uses not desired in better neighborhoods.

More recently such practices have suffered setbacks in the courts under the Fourteenth Amendment "equal protection" clause. Since zoning techniques are now fully in the open, new proposals have been offered under the names of Impact Zoning, Density Monitoring, Environmental Zoning, Equilibrium Zoning, and Phased or Sequential Zoning. Some of the basics which are included in all or most of these include: (1) a monitoring of growth rate and potential growth trends to ascertain permissible development levels (primarily an economic analysis); (2) review of the service capacity of the community to supply such new developments; (3) cost-benefit of the development to ensure services are offset by revenues; and (4) an assessment of environmental determinants which affect the extent or scope of any development. Some communities are also providing for consideration of the social impact of new development.

This type of system lends itself to discretionary capacity with the ability to negotiate out an equilibrium solution which balances the four basic factors. A growth strategy should be reflected by the Zoning Ordinance and proper phasing and distribution of housing units can be achieved through utilization of a technique such as described. The specifics, as they might pertain to the situation in Alhambra, could be developed by the Planning Department in the normal course of upgrading and modernizing zoning provisions through the ongoing review and amendment process.

Reduction of standards in order to decrease the cost of housing could be detrimental to the long-range maintenance of the housing stock. However, reduction of standards to allow more flexibility should be based on a bonus or incentive type of zoning framework within which adjustments to regular standards are granted only for housing projects demonstrating a clear need and the creation of a balanced project providing overall amenities comparable to those found in projects constructed in conformance with the ordinance.

With Alhambra's large number of senior citizens, the City should keep in tune with new developments in the field of housing and other facilities for the elderly and the handicapped by reviewing standards of location and design that relate to the special needs of these residents.

Community Redevelopment Agency

As a part of existing or expanded redevelopment activity, plans have been devised for the relocation of families and persons to be temporarily or permanently displaced. It is necessary to provide these families with adequate housing at a cost comparable to that paid at the time of displacement. If the redevelopment project includes the construction of new low- or moderate-income housing units, they should be made available for rent or purchase to those displaced on a priority basis. The Agency may also provide for the rehabilitation of housing in the project area, provide temporary housing, operate a re-housing bureau, and make relocation payments. In some cases, the Agency may find a residential area unsuitable for rehabilitation or even new residential construction. In such cases, the provisions regarding relocation of residents as previously stated would still apply.

Availability of Vacant Land and Adequate Sites

Alhambra is a mature community with very little remaining vacant land suitable for residential development. Therefore, future development will be limited to scattered vacant sites or the recycling of existing residential areas, probably to higher densities as indicated by the current zoning map. A vacant land survey should be maintained continuously and zoning mechanisms applied and reviewed to determine actual suitability and level of intensity for residential use. This information can then be made readily available to potential developers.

Taxation Policies

The property tax system, as currently structured, actually precipitates development of residential areas by making the retention of vacant land economically unfeasible. This has led to overbuilding and high vacancy rates in the past. However, other tax programs work to the disadvantage of expanding the supply of housing by shrinking or discouraging the potential consumer market. Local property tax, about 85 percent of which is generated outside that levied by Alhambra City government, often creates a special burden on the low,

moderate and fixed income groups most in need of housing by discouraging both consumption and improvement of owner-occupied units.

Various proposals to reduce reliance on the property tax by local government have been advocated. Such proposals include the increased use of user charges for public services, taxation on land value only and not improvements, tax on land value increments, and the imposition of local income taxes. Some more successful programs have included modifying the property tax by providing hardship adjustments, rebates for construction or rehabilitation, general rebates, and special consideration for low- and moderate-income housing. Recently, legislation has been introduced in California to provide for restricting taxes to a fixed percentage of market value and to establish taxation at a reduced rate based on income for property owners sixty-five years of age and older.

The many and varied problems concerning the tax structure as it relates to housing are well known. The primary area where Alhambra may have an impact would be in supporting State and Federal legislation which will correct noted problem areas and working with the California League of Cities to study taxation issues and recommend changes in existing legislation or propose new legislation.

Comprehensive General Plan

It will be the General Plan which, through the process of preparation, adoption, and amendment, will establish the direction for housing programs in Alhambra. The coordination of other General Plan elements, capital improvements programs, public service programs, and the overall equilibrium of the Plan with the Housing Element is of absolute necessity. The Land Use Element of the General Plan will identify stable single-family residential areas for preservation and locate those suitable for more intensive uses. Industrial, commercial, recreational, educational, and other necessary facilities will be assessed to provide a guide for making appropriate site selections for housing, to provide for convenient access to shopping, schools, transportation systems and employment opportunities.

STEMMING DETERIORATION OF EXISTING HOUSING STOCK

Since Alhambra has little remaining vacant land suitable for the development of new housing, it should be quite concerned with the current conditions and future potential of its existing housing stock. The current conditions have been evaluated in the Housing Element and in the City's Housing Assistance Plan report which have both indicated that many existing residential structures can be salvaged to provide safe, adequate and decent homes. This section focuses on the older and often neglected housing stock in an attempt to provide solutions to the problems of deterioration and alternatives to demolition.

Conservation

Programs to conserve existing housing stock stem from the basic premise of the enforcement of nuisance codes. The primary intent is to maintain or preserve structures which are in generally good condition through positive public relations programs and sensitive enforcement of local regulations such as zoning, building, housing and health codes. Such programs do maintain the availability of housing, reduce hazards and improve appearance, stem the spread of blight, and are necessary measures both legally and morally. Unfortunately, they are also often irregular in effect, underfunded, and tend to maintain a status quo rather than actually upgrade neighborhoods.

Conservation programs must integrally involve the residents of the declining neighborhood and sometimes include the development of a property maintenance ordinance. They also provide a means to eliminate flagrant incompatibilities of land uses and inducements for improving compatibility. A conservation zoning district is often used to establish the initial phase of a program followed by a precise conservation or neighborhood plan.

Code Enforcement

Code enforcement has been a weak point in Alhambra's housing, due mainly to a lack of funds and personnel, and should be given a higher priority than it has received heretofore. Such programs involve the requiring of buildings to comply with locally-adopted codes and ordinances through a concerted inspection procedure. Code enforcement tends to

lengthen the life expectancy of residences which are repairable, protects tenants who cannot afford to make improvements, and also assists in checking the inflated costs charged for blighted properties.

Unfortunately, code enforcement programs have been blamed for loss of housing, abandonments, higher rents, and loss of tax shelters of accelerated depreciation. Such programs have also reduced the supply of housing by demolishing structures rather than rehabilitating them. Code enforcement programs suffer the ills of any restrictive instrument in that they are negative in nature and, therefore, must be fully coordinated with programs offering positive benefits in the area of upgrading housing. They must also be tailored to address the needs of older structures and not just new development.

Coordination with the enforcement of the zoning ordinance by the Planning Department should be made in all actions undertaken regarding building codes along with the enforcement of health codes by the Los Angeles County Health Department. Close cooperation with the City Attorney's Office will also be necessary, as the success of a code enforcement program will depend on the City's ability to follow through with prosecutions and convictions in difficult cases to instill respect for the City's commitment to eliminate blighted conditions.

Rehabilitation and Replacement

Rehabilitation of existing stock should take less time and cost less than new construction. Normally, minimal relocation is required and the amount of rent increase is usually small. There is a preservation of neighborhood living patterns and the avoidance of a "project look". In addition to solving existing problems and aiding present residents, these programs can guarantee the compliance with minimal standards for health and safety and ensure greater success of an aggressive code enforcement campaign.

The first question to arise is usually whether or not to pursue minimal or maximum rehabilitation. This is usually followed by the question of which and how many units should be replaced. There are various mathematical procedures or models to provide an economic basis for these decisions; for example, Hyung C. Chung, THE ECONOMICS OF RESIDENTIAL REHABILITATION, Chapter 5. As a rule of thumb, similar structures should get similar treatment based on age, neighborhood or groupings, except in unique cases. Here again, citizen participation is a must throughout the entire process.

If it is necessary to remove a structure and replace it with a new one, the result is often a longer period of displacement for the residents and a lack of sufficient replacement units. An effective replacement tool is the use of "move-in" residential structures of superior quality to replace demolished structures.

Tax Incentives

Tax incentives could play a major role in stemming deterioration through rebates or possibly a moratorium on property tax increases for a fixed number of years after qualified rehabilitation improvements are made. Programs such as the Tax Reform Act of 1969 which provided a five-year write-off for qualified rehabilitation expenses on low- and moderate-income housing are excellent incentives for the speculative owner.

Another possible source of funding might be the utilization of a real estate transfer tax specifically earmarked for housing programs and applied to problem areas.

Public Improvements

Aggressive "cloud-seeding" programs to stimulate regeneration through the provision of improved public facilities might include streets, storm drains, sidewalks, parks and recreation facilities, bicycle trails, street trees, landscaping, etc. The philosophy is that if the City sets a good example in the area of public improvements, residents will follow suit. This will only work if the residents can afford to make their improvements.

Private and Self-help Actions

The City can take action in the upgrading of homes by individual homeowners or landlords by supplying the technical assistance and direction in the preparation of plans and actual construction. A list of qualified and reputable contractors could be kept and supplied to interested parties. In certain problem areas, permit fees may be reduced or waived entirely. City participation could also be aimed at organizing groups for cooperative buying of tools and materials at cheaper rates or could develop a tool and equipment loan supply for minority and low-income neighborhoods. In the form of direct

dollar aid, the City may establish a fund consisting of local revenues, federal revenue sharing or entitlements, or money borrowed from a lending institution at a low rate of interest and relend such monies to resident property owners for rehabilitation improvements.

Home Maintenance Education

A multi-lingual program teaching the basics of structural, plumbing, electrical, safety, landscape care, exterior maintenance, and other concerns for homeowners should be considered in connection with the local school district or junior college district. Similar programs to educate the residents as to the legal responsibilities and rights could be instituted with the assistance of the local Bar Association or Legal Aid Society.

Community centers provide an excellent information dissemination point for notices of classes, "learn by doing" programs in neighborhoods, or other maintenance-related programs. The completion of these classes might be a requirement for assistance through such forms as rehabilitation grants, etc.

Area Planning

Specific plans could be utilized to gain active neighborhood participation and greater detail on housing-related planning areas. The specifics of housing mix, rehabilitation, adjacent uses, public improvements, circulation changes, recreational facilities and phasing could be established. This would help to establish a feeling of security in knowing the City is interested and actively engaged in helping the neighborhood through programs and clear statements of goals and objectives concerning the neighborhood and its specific needs.

Federal 701 Planning funds may be a source to be utilized for intensive neighborhood studies. One of the initial purposes of such studies should be to adequately define what fully constitutes a neighborhood in both a physical and social sense. A specific neighborhood plan should contain at a minimum the following elements:

- A lot-by-lot scheme intent upon the protection and enhancement of existing uses.
- Contain policy and standards for the coexistence of dissimilar uses.

- Plans for existing vacant areas.
- A process whereby the conversion of existing uses could occur where appropriate.

In order for this plan to be converted into a land use control device, it would include the following:

- Designation of the existing use of each parcel in the area.
- Designation of the acceptable future use of each parcel with an effort to consolidate uses.
- Identification of and provision for the removal of any use which could not in any reasonable period of time be made to fit into the environment of the area.
- Identification and suggested location of any uses needed by the area but not currently existing.
- Special performance standards to control the external effects of uses, especially industrial uses.
- Height, bulk, density, and design standards and guidelines for the insertion of new structures into the existing fabric, or the remodeling of existing structures.

The plan should also include consideration of street improvements such as curbs, gutters, sidewalks, storm drains, street lighting, etc. Also, any needed recreation facilities and existing and proposed circulation facilities, including on- and off-street parking provisions.

PROGRAMS TO PROMOTE EQUAL OPPORTUNITY

Programs in this area are generally more "people oriented" since they concentrate on the people with distinct housing problems that can't be solved simply through the addition of new housing stock.

Assistance and Subsidy Programs

These types of programs have had rather rocky histories of inequities, illegalities and failure. However, current programs available under the Federal Housing and Community Development Act of 1974 attempt to remedy many of the past faults. The Act offers various program alternatives that are more oriented toward providing direct service to persons lacking decent housing.

Citizen Participation

Citizen participation gives the residents a stake in property maintenance and order in the community and this involvement is vital to a successful program. Through this process citizens can become involved in their future and the future of their neighborhood rather than just powerless recipients of housing aid from some vague and detached bureaucratic source. They are encouraged to participate and take an active role in programs. This can be done through a number of methods, including organizations, schools, PTA's, tenant groups, or others.

The City can guide citizen group activities through its Community Relations Department, Community Centers, or Manpower or similar programs in any number of desirable projects including clean-up, fix-up, surveys of neighborhood problems, graffiti removal, landscaping, and others.

Housing Information Distribution

There are three basic areas in which improvement of the distribution of housing information is necessary. The first, is the suppliers of housing, including institutional lenders, public agencies, citizens groups, and other parties affecting housing supply as well as the developers and builders.

Secondly, information needs to be easily available to the general population of buyers, sellers, landlords, and tenants. Finally, low-to-moderate income families need specific information concerning availability, requirements, and qualifying procedures for housing assistance.

The lack of up-to-date information is one major obstacle which can be confronted quite inexpensively at the local level. The City Planning Department has access to much of the data necessary to make good housing-related decisions. This department would be the logical distribution point for such information on a continuing basis. Since this program would rely on existing materials that are readily available, it would be relatively inexpensive.

Urban Homesteading

Based on the Homestead Act of 1862, this program provides a direct method to assist households that are at a disadvantage in the open market. Cities acquire abandoned houses through tax default, arrangements with HUD/FHA which holds mortgages on many abandoned homes, or some other acquisition method. Through adoption of a local ordinance, homesteading is permitted and the City solicits applications from citizens. Applicants qualifications are reviewed with an eye to ensure expansion of opportunity. Selected families are counseled as to the conditions and responsibilities. Often financial assistance in addition to help securing normal loans is required to provide low income families with funds since the necessary rehabilitation costs may be substantial.

Costs to the City are mainly administrative in nature. The program is limited by the number of dwelling units which become available and the demand will usually exceed supply. The homeowner agrees in return for the home to perform certain improvements to bring the unit up to code within a stipulated period of time, usually 18 months to five years.

Appendix

Figure A-1
POPULATION DISTRIBUTION
BY HOUSING AREAS

<u>HOUSING AREAS</u>	<u>TOTAL POPULATION</u>	<u>TOTAL SPANISH SURNAME</u>	<u>TOTAL NON-SPANISH</u>	<u>TOTAL ELDERLY</u>
1	7,866	1,350	6,516	1,888
2	4,481	774	3,707	1,120
3	6,279	2,989	3,290	1,444
4	3,489	1,888	1,601	628
5	7,659	2,612	5,047	1,608
6	6,159	1,889	4,270	1,417
7	4,286	629	3,657	514
8	5,284	1,717	3,567	951
9	5,540	2,396	3,144	1,053
10	2,821	378	2,443	254
11	5,182	1,690	3,492	933
12	3,079	1,916	1,163	554
TOTALS	62,125	20,228	41,897	12,364

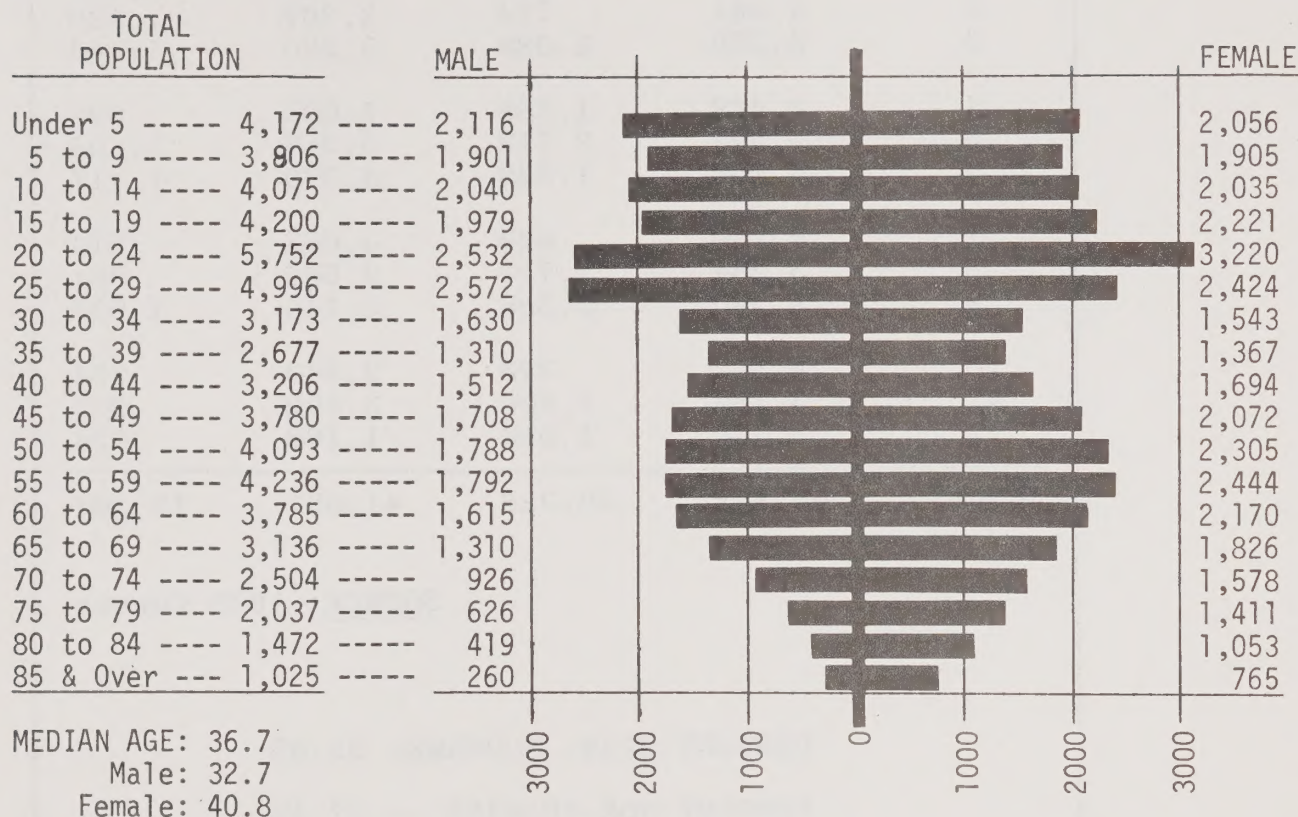
SOURCE: 1970 Census

PERCENT SPAN. SURNAME- 32.6%

PERCENT NON-SPANISH -- 67.4%

PERCENT ELDERLY ----- 19.9%

FIGURE A-2
AGE/SEX PYRAMID



TOTAL MALE: 28,036 - 45.1%
 " FEMALE: 34,089 - 54.9%

SOURCE: 1970 Census

FIGURE A-3
FAMILY INCOME BY HOUSING AREAS

<u>HOUSING AREAS</u>	<u>ALL MEDIAN INCOME</u>	<u>FAMILIES BELOW POVERTY</u>	<u>SPAN.SURNAME MEDIAN INCOME</u>	<u>FAMILIES BELOW POVERTY</u>
1	\$11,301	83 (4.0%)	\$11,296	15 (6.7%)
2	\$12,982	40 (3.3%)	\$ 9,188	24 (21.2%)
3	\$10,032	88 (4.9%)	\$10,362	24 (5.6%)
4	\$10,107	96 (10.1%)	\$ 7,722	42 (15.6%)
5	\$ 9,408	157 (7.5%)	\$ 8,976	56 (12.8%)
6	\$ 9,056	167 (10.3%)	\$ 9,106	32 (10.7%)
7	\$13,424	42 (3.3%)	\$ 9,922	11 (10.3%)
8	\$10,754	79 (5.1%)	\$10,429	6 (2.4%)
9	\$10,142	104 (6.4%)	\$10,452	12 (3.3%)
10	\$13,907	30 (3.7%)	\$-----	-- -----
11	\$12,968	32 (2.1%)	\$13,886	-- -----
12	\$10,874	8 (1.1%)	\$10,143	5 (1.7%)

SOURCE: 1970 Census

FIGURE A-4
OCCUPATIONS OF EMPLOYED PERSONS
16 Years Old or Older

	SPANISH	ALL OTHER	TOTAL POP.
TOTAL EMPLOYED PERSONS----- 16 Years Old or Older	4,870	23,312	28,182
Professional, technical,----- and kindred Workers	648 (13.3%)	4,368 (18.8%)	5,016 (17.8%)
Managers & Administrators,--- except farm	317 (6.5%)	2,140 (9.2%)	2,457 (8.7%)
Sales Workers -----	348 (7.2%)	2,002 (8.6%)	2,350 (8.3%)
Clerical & Kindred -----	1,224 (25.1%)	6,694 (28.7%)	7,918 (28.1%)
Craftsmen, Foremen,----- and Kindred	617 (12.7%)	2,733 (11.7%)	3,350 (11.9%)
Operatives, except Transport-	820 (16.8%)	1,956 (8.4%)	2,776 (9.9%)
Transport Equip. Operatives--	212 (4.4%)	668 (2.9%)	880 (3.1%)
Laborers, except farm -----	176 (3.6%)	544 (2.3%)	720 (2.6%)
Farmers (managers, laborers,- foremen, etc.)	0	24 (0.1%)	24 (0.1%)
Service Workers, except ----- private household	480 (9.9%)	2,035 (8.7%)	2,515 (8.9%)
Private Household Workers ---	28 (0.6%)	148 (0.6%)	176 (0.6%)

SOURCE: 1970 Census

FIGURE A-5
EDUCATION BY HOUSING AREAS
Persons 25 yrs. Old & Older

HOUSING AREAS	<u>SPANISH SURNAME</u>			<u>NON-SPANISH</u>			<u>TOTAL POP.</u>	
	<u>Total</u>	<u>% H.S. Grads</u>	<u>Median Years</u>	<u>Total</u>	<u>% H.S. Grads</u>	<u>Median Years</u>	<u>% H.S. Grads</u>	<u>Median Years</u>
1	438	53.7%	12.1	4,830	64.1%	12.4	63.2%	12.4
2	240	58.8%	12.3	2,892	73.0%	12.7	71.9%	12.7
3	806	54.6%	12.1	3,399	61.7%	12.3	60.3%	12.3
4	543	35.5%	9.7	1,593	54.6%	12.8	49.7%	12.0
5	749	46.9%	11.5	4,148	62.0%	12.4	59.6%	12.3
6	549	56.1%	12.2	3,502	63.3%	12.4	62.3%	12.4
7	201	70.1%	12.4	2,572	76.0%	12.6	75.6%	12.6
8	509	60.1%	12.3	2,807	64.2%	12.4	63.6%	12.4
9	606	51.0%	12.0	2,919	61.5%	12.4	59.7%	12.3
10				1,690	76.3%	12.7	76.3%	12.7
11	422	70.6%	12.5	2,884	65.4%	12.5	66.0%	12.5
12	<u>525</u>	<u>51.8%</u>	<u>12.1</u>	<u>1,282</u>	<u>65.8%</u>	<u>12.5</u>	<u>61.8%</u>	<u>12.4</u>
	5,588	53.6%	11.85	34,518	65.3%	12.5	63.6%	12.4

SOURCE: 1970 Census

FIGURE A-6
HOUSING UNITS BY TYPE & OCCUPANCY
(1970 Census)

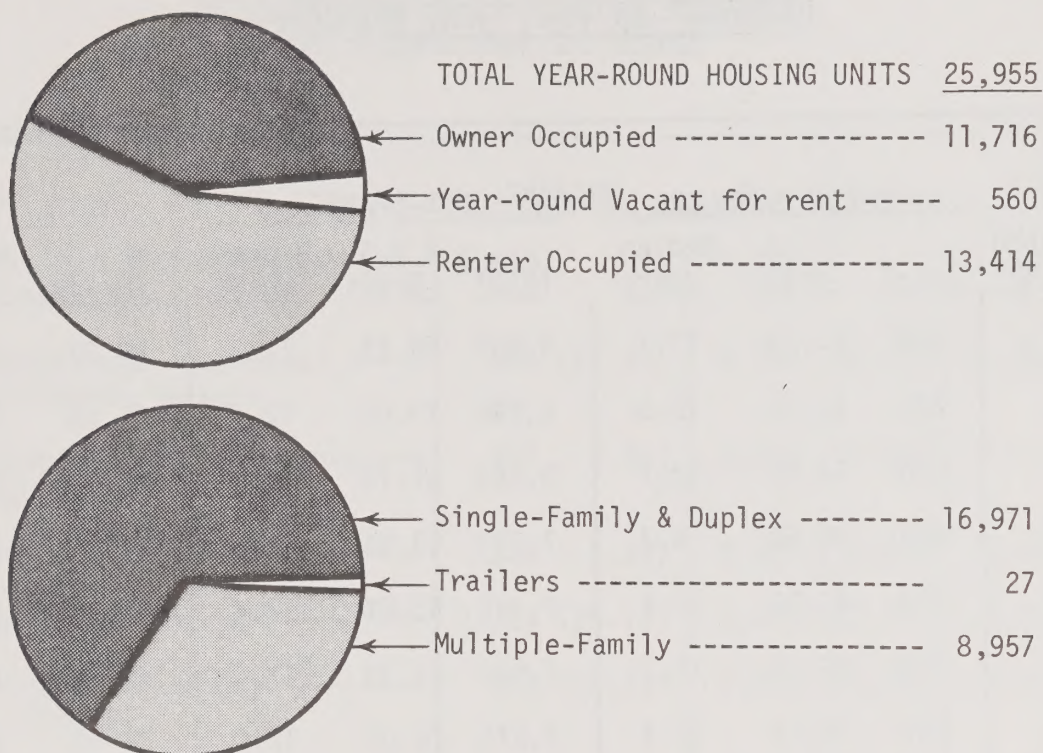


FIGURE A-7
STRUCTURAL AGE OF ALHAMBRA HOUSING UNITS
(1970 Census)

YEAR STRUCTURE BUILT	ALL OCCUPIED UNITS		
	SPAN. SURNAME	NON-SPANISH	TOTAL
1965 - Mar. 1970	291 (8.2%)	1,742 (7.8%)	2,033 (7.8%)
1960 - 1964	360 (10.2%)	2,916 (13.0%)	3,276 (12.6%)
1950 - 1959	729 (20.6%)	4,075 (18.2%)	4,804 (18.5%)
1940 - 1949	761 (21.5%)	5,116 (22.8%)	5,877 (22.7%)
1939 or Earlier	1,399 (39.5%)	8,566 (38.2%)	9,965 (38.4%)
	3,540	22,415	25,955

FIGURE A-8
HOUSING VALUES AND RENTS
BY HOUSING AREAS

<u>HOUSING AREAS</u>	<u>OWNER OCCUPIED UNITS</u>		<u>RENTER OCCUPIED UNITS</u>	
	<u>TOTAL UNITS</u>	<u>AVERAGE VALUE</u>	<u>TOTAL UNITS</u>	<u>AVERAGE RENT</u>
1	1,064	\$26,600	2,680	\$115
2	910	\$29,300	972	\$126
3	1,188	\$23,900	1,466	\$105
4	826	\$20,900	400	\$ 96
5	987	\$22,300	2,205	\$111
6	847	\$22,000	1,881	\$116
7	1,300	\$26,100	175	\$125
8	870	\$25,900	1,370	\$120
9	974	\$24,000	1,297	\$113
10	843	\$27,700	34	\$152
11	1,401	\$26,400	461	\$109
12	496	\$25,500	482	\$120
TOTALS:	11,706	\$25,100	13,423	\$114

SOURCE: 1970 Census

FIGURE A-9
NUMBER & PERCENTAGE OF OVERCROWDED UNITS
BY HOUSING AREAS

<u>HOUSING AREAS</u>	<u>TOTAL OCCUPIED UNITS</u>	<u>1.01 OR MORE PERSONS PER ROOM</u>	<u>PERCENT OF TOTAL UNITS OVERCROWDED</u>
1	3,744	94	2.5%
2	1,882	40	2.1%
3	2,654	97	3.7%
4	1,226	100	8.2%
5	3,192	158	4.9%
6	2,728	81	3.0%
7	1,475	30	2.0%
8	2,240	50	2.2%
9	2,271	95	4.2%
10	887	38	4.3%
11	1,862	70	3.8%
12	978	92	9.4%
TOTALS	25,129	945	3.8%

SOURCE: 1970 Census

FIGURE A-10

POVERTY STATUS OF ALHAMBRA FAMILIES

	<u>ALL FAMILIES</u>	<u>SPANISH FAMILIES</u>
TOTAL FAMILIES -----	17,233	3,070
Percent Receiving -- Public Assistance	5.2%	7.6%
FAMILIES WITH INCOME LESS THAN POVERTY LEVEL -----	926	227
% of All Families --	5.4%	7.4%
Mean Family Income -	\$1,594	\$1,710
FAMILIES WITH INCOME LESS THAN 75% OF POVERTY LEVEL	635	167
% of All Families --	3.7%	5.4%

SOURCE: 1970 Census

FIGURE A-11
OWNER-OCCUPIED UNITS BY VALUE

<u>UNIT VALUE</u>	<u>TOTAL</u>	<u>% OF TOTAL</u>	<u>TOTAL SPANISH</u>	<u>% OF SPANISH</u>
Less Than \$5,000 -----	21	0.2%	0	0.0%
\$5,000 to \$9,999 -----	83	0.8%	0	0.0%
\$10,000 to \$14,999 ---	527	5.1%	26	1.9%
\$15,000 to \$19,999 ---	2,086	20.2%	295	21.6%
\$20,000 to \$24,999 ---	3,324	32.3%	452	33.1%
\$25,000 to \$34,999 ---	3,499	33.9%	480	35.1%
\$35,000 or More -----	772	7.5%	114	8.3%
	<u>10,312</u>		<u>1,367</u>	

SOURCE: 1970 Census

FIGURE A-12
RENTER-OCCUPIED UNITS BY RENT PAID

<u>RENT PAID</u>	<u>TOTAL</u>	<u>% OF TOTAL</u>	<u>TOTAL SPANISH</u>	<u>% OF SPANISH</u>
Less Than \$40 -----	51	0.4%	6	0.3%
\$40 to \$59 -----	260	1.9%	37	1.8%
\$60 to \$79 -----	1,087	8.1%	118	5.7%
\$80 to \$99 -----	2,498	18.7%	362	17.6%
\$100 to \$149 -----	5,914	44.3%	1,080	52.5%
\$150 to \$199 -----	2,626	19.6%	360	17.5%
\$200 or More -----	544	4.1%	57	2.8%
NO RENT PAID -----	384	2.9%	37	1.8%
	<u>13,364</u>		<u>2,057</u>	

SOURCE: 1970 Census

FIGURE A-13
UNITS OCCUPIED BY
LARGE FAMILIES BY INCOME

<u>FAMILY INCOME</u>	<u>TOTAL</u>	<u>OWNER</u>	<u>RENTER</u>	<u>TOTAL SPANISH</u>
Less Than \$2,000 -----	6	0	6	7
\$2,000 to \$2,999 -----	16	4	12	0
\$3,000 to \$4,999 -----	32	10	22	14
\$5,000 to \$6,999 -----	52	16	36	35
\$7,000 to \$9,999 -----	233	106	127	99
\$10,000 to \$14,999 ---	317	215	102	116
\$15,000 to \$24,999 ---	282	233	49	68
\$25,000 or More -----	52	52	0	17
	<u>990</u>	<u>636</u>	<u>354</u>	<u>356</u>

SOURCE: 1970 Census

FIGURE A-14
HOUSEHOLDS REQUIRING ASSISTANCE

	<u>TOTAL HOUSEHOLDS</u>	<u>LARGE FAMILIES</u>	<u>SPANISH HOUSEHOLDS</u>	<u>LARGE FAMILIES</u>
TOTAL NON-ELDERLY -----	16,524	990	3,018	356
Adequate -----	13,447	744	2,301	240
Inadequate -----	3,077	246	717	116
TOTAL ELDERLY -----	8,606	---	522	---
Adequate -----	6,445	---	422	---
Inadequate -----	2,161	---	100	---

SOURCE: 1970 Census

**Alhambra
General
Plan**

NOISE

II.

NOISE ELEMENT

of the
ALHAMBRA GENERAL PLAN

Adopted by:
ALHAMBRA CITY COUNCIL
March 2, 1976

Prepared by:
URBAN FUTURES, INC.
Santa Ana, California

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NOISE ELEMENT

INTRODUCTION

Continuing growth, advancing technology, and the increasing use of motor vehicles and other types of machinery have all contributed to increasing levels of noise, especially in urban environments. Today, noise ranks as one of our major pollution problems and, if not controlled, can jeopardize the health and well-being of those affected. Often defined simply as "undesirable sound", noise has become a primary factor in decision-making, especially at the local level in decisions concerning land uses, development, and comprehensive planning. The State, in mandating a Noise Element for all general plans, has recognized the need for more and better information at the local level as a basis for these decisions, and the desirability for local jurisdictions to define their goals and policies regarding noise and to outline implementation procedures for dealing with these problems.

STATE LAW

The California Government Code Section 65302(g) requires a noise element of all city and county general plans, as follows:

A noise element in quantitative, numerical terms, showing contours of present and projected noise levels associated with all existing and proposed major transportation elements. These include but are not limited to the following:

- (1) Highways and Freeways
- (2) Ground rapid transit (including railroads)
- (3) Airport ground facilities (non affecting Alhambra)

RELATIONSHIPS OF THE NOISE ELEMENT

As a part of the Alhambra General Plan, the Noise Element is related most closely to the circulation, housing, and land use elements, since it provides noise level standards and other information related to the compatibility of land uses. Circulation and other transportation facilities can, hopefully, be better planned, located, and designed with the aid of this element.

This noise element may also answer questions dealing with environmental impact and the economic effects of noise pollution. Information concerning noise levels and sources contained in this element can be used in conjunction with other appropriate criteria in arriving at a multitude of planning-related decisions. Therefore, this element should be used as a guide whenever seeking solutions to problems concerning noise.

GOAL & POLICIES

The following is a single comprehensive goal for the Noise Element. Supporting the goal are several policies which provide direction for the achievement of the goal. The policies are based on research findings of existing noise problems in the City of Alhambra, input by citizens and departments within the community, and an evaluation of each to determine the social, political, and economic feasibility.

Noise Element Goal:

"To prohibit or effectively reduce all unnecessary excessive and offensive noises throughout the City of Alhambra which are detrimental to the public health and welfare and contrary to the public interest."

Policies:

- A -- Based on acceptable noise standards, employ effective techniques of noise abatement through such means as building code, noise, subdivision, and zoning ordinances.
- B -- Whenever possible, control at their sources any sounds which exceed community accepted noise levels.

- C -- Provide for the reduction of the present and future impact of excessive noise from transportation sources through judicious use of technology, planning, and appropriate regulatory measures.
- D -- Provide assistance, as appropriate, to persons, groups, or organizations engaged in developing and implementing noise abatement procedures, including home improvements, installation of noise attenuation devices, etc.
- E -- Support Federal and State legislation which will provide for noise abatement and the distribution of the costs of noise abatement programs among the producers of the noise.
- F -- Explore possibilities for land use adjustments and urban design techniques that will provide for compatible uses adjacent to major transportation facilities while protecting residential and other characteristically "quiet" land uses from future noise impact.
- G -- Be aware of and seek out any available funds from appropriate levels of government that could be used to underwrite the costs of noise abatement programs, including enforcement of the existing noise ordinance.

CHARACTERISTICS AND MEASUREMENT OF NOISE

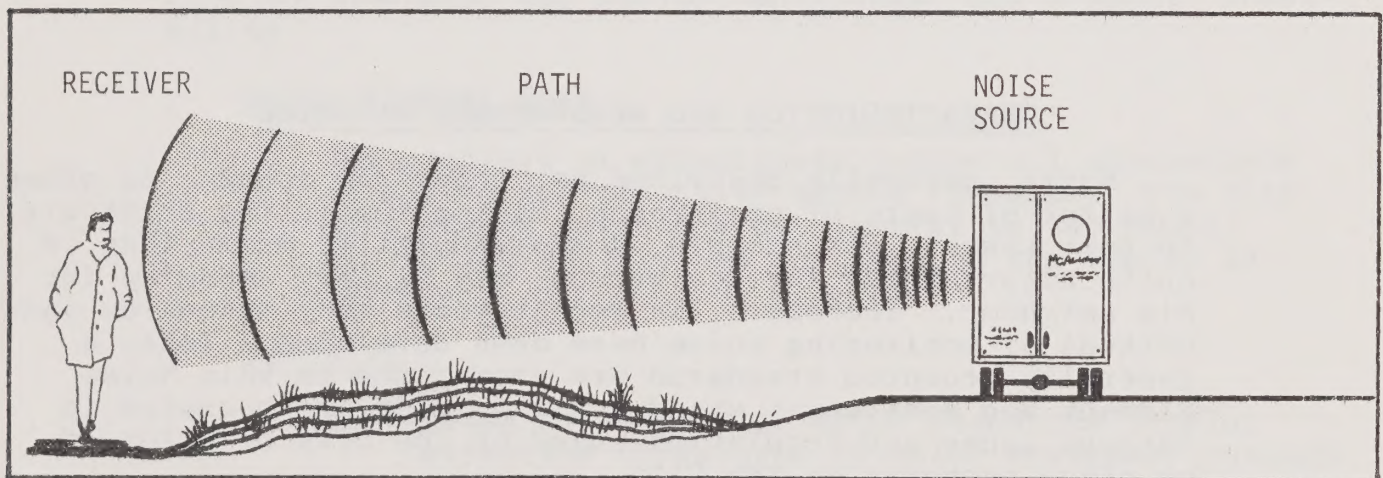
Noise, generally described as "undesired sound", is often a matter of taste or preference, making regulation difficult in some cases. For example, loudly-amplified music that is quite entertaining for one person, may be very annoying for his neighbor. Therefore, in recent years many standards and methods of monitoring noise have been developed. Today's generally-accepted standards are summarized in this Noise Element and additional standards have been incorporated in various codes and regulations used by the City or enforced by other agencies in the City.

Sound involves three major elements; (1) the sound itself or "source", (2) the transmission paths, and (3) the receiver. Noise, as differentiated from acceptable sound, is determined by the functions of pitch, loudness, and duration. These terms are described briefly as follows:

Pitch -- This is the frequency of pressure variations per second and expressed in cycles per second (cps) or hertz (Hz). The human ear normally hears sound from 20 to 20,000 cps and the human voice ranges from about 500 to 5,000 cps.

Loudness -- Also known as "intensity", this is based on the magnitude of the variations in air pressure and measured in "microbars". Since the microbar range is great, noise is now expressed in decibels which are actually logarithmic ratios to facilitate easier measurement and understanding.

Duration -- This is the measure of how long a sound persists, usually expressed in seconds.



THREE MAJOR ELEMENTS
OF SOUND
Figure 1

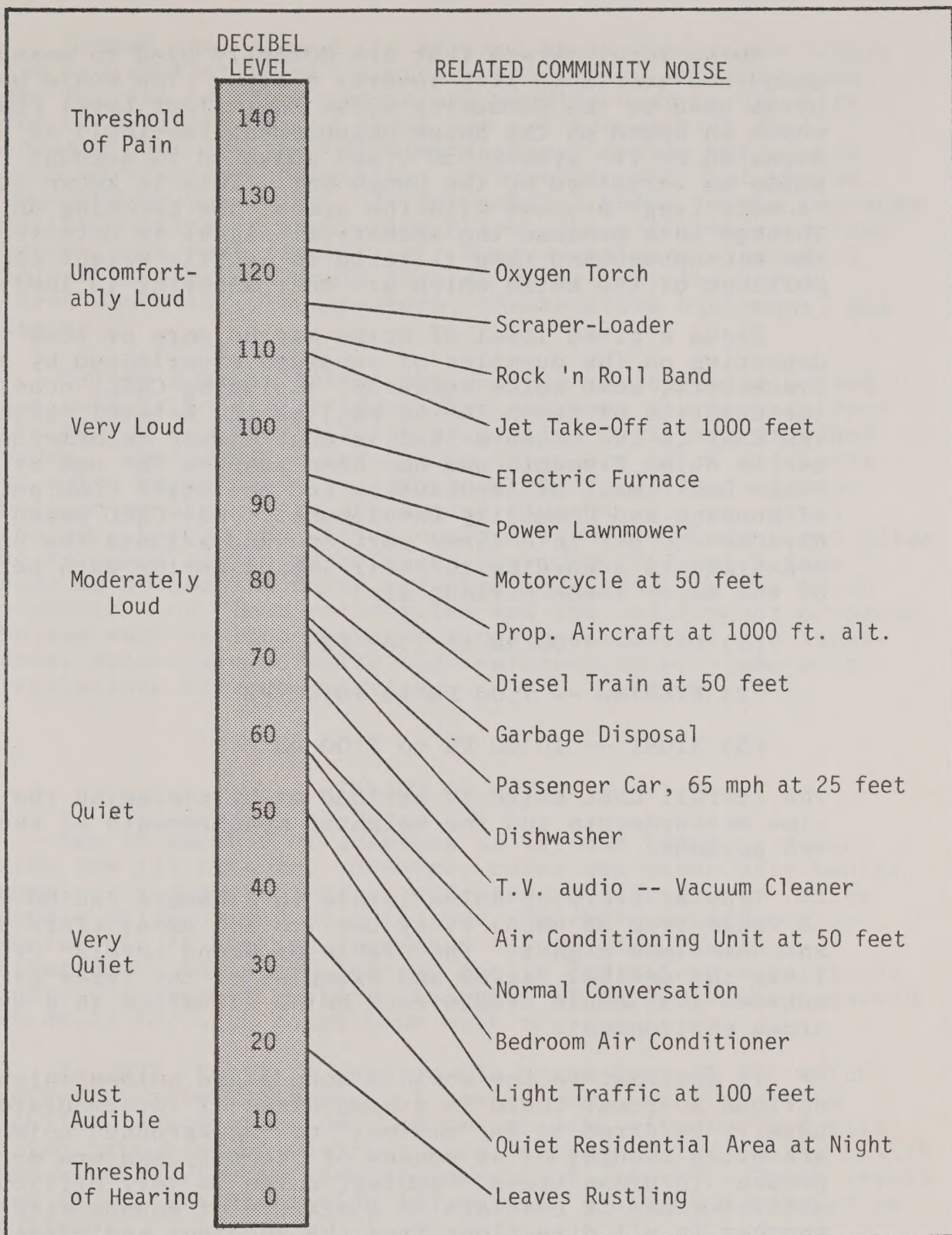


TABLE OF SOUND LEVELS

Figure 2

SOURCE: U.S. Environmental Protection Agency

Noise level meters that are normally used to measure sound are available with several scales. The scale most often used is the Community Noise Equivalent Level (CNEL) which is based on the noise measurement (decibel) as designated by the symbol "dB", and adjusted to account for noise as perceived by the human ear. This is known as the "A-weighting" process with the symbol now becoming dB(A). Through this process the acoustical signal is detected by the microphone and then filtered to heavily weight those portions of the noise which are most annoying to individuals.

Since a given level of noise may be more or less tolerable, depending on the duration of exposure experienced by a person (receiver), some noise measures, including CNEL, consider the duration of the noise as well as the A-level variation. The CNEL is the measure that is most widely recommended for use in Noise Elements and has been adopted for use by the State Department of Aeronautics and the State Commission of Housing and Community Development. The CNEL measure divides the day into three portions and adjusts the noise measurements according to their impact during each period of the day. These periods are:

- (1) DAY -- 7:00 AM to 7:00 PM
- (2) EVENING -- 7:00 PM to 10:00 PM
- (3) NIGHT -- 10:00 PM to 7:00 AM

The overall CNEL value is arrived at by averaging the daytime measurements and the weighted measurements of the other two periods.

Typical everyday noise levels in Alhambra can be expected to range from 30 dB(A) (Very Low) to 100 dB(A) (Very High) and sometimes higher. The "Table of Sound Levels" (Figure 2) lists the decibel ranges and examples of the types of noise sources that could create each noise situation in a typical urban environment.

In contrast to the obvious sounds and noises which have obvious sources, there is a huge class of intermediate sounds, usually referred to as "ambient" or "background" noise. These are often thought of as sounds of the city and are ever-present in urban areas. Ambient noise is very difficult to control since it consists of a mixture of sounds with the sources in all directions from the receiver and often at great distances. Because of these characteristics, attempts to reduce the ambient noise in a community must be aimed at many different noise sources. It is usually easier to utilize standards and regulations that are aimed at preventing new noise sources that would tend to raise the ambient levels and at curtailing excessive noise produced by major sources.

Sounds that exceed the ambient background noise levels are called "intrusive" sounds. Unlike the ambient noise, the sources of these noises are usually easy to identify. The most irritating of these are not necessarily the loudest, but are the "fluctuating" or "impulsive" sounds such as riveting, squeaking, or other sounds that are unexpected or startling. As the ambient noise levels decrease in the evening or night-time hours, these intrusive noises become even more irritating. Some examples of intrusive noises in Alhambra would include motor vehicles horns, tires squealing, loudspeakers, construction equipment, and trains.

Unlike ambient noise, the sources of intrusive noises can usually be easily identified and many are already prohibited in the City's Noise Regulation Ordinance or other codes. The problems related to these are often difficult to solve because of the temporary nature of the noise or because of changes in scheduling (trucks, trains, etc.) that are beyond the City's control. Future changes can often be foreseen far in advance and provided for, but noises such as automobile horns and tire squeal, which are often necessary, or loud motorcycles are law enforcement problems. Noises such as loudspeakers or other commercial and industrial noises are normally code enforcement problems with regulations already existing.

IMPACT OF NOISE

Man is capable of adapting to various types of noise with few ill effects. However, noise can cause detrimental physical and psychological effects and discomfort. Noise levels which exceed 85 dB(A) are generally considered to contribute to hearing loss when experienced for long durations. State and Federal health and safety regulations currently protect workers at levels of exposure which exceed 90 dB(A) for each eight hour work day.

In 1972, Congress enacted the Noise Control Act which authorized the Environmental Protection Agency (EPA) to publish descriptive data on the effects of noise and establish levels of noise "requisite to protect the public health and welfare with an adequate margin of safety". These levels are separated into health and welfare (annoyance levels) as follows:

<u>EFFECT</u>	<u>LEVEL</u>
Hearing Loss (health) -----	70 dB*
Outdoor activity interference ----- and annoyance	55 dB**
Indoor activity interference ----- and annoyance	45 dB**
* Averaged over a 24-hour period.	
** Averaged over a 24-hour period with a nighttime weighting of 10 dB (10 PM to 7 AM).	

SUMMARY OF NOISE LEVELS REQUISITE TO
PROTECT PUBLIC HEALTH AND WELFARE

Figure 3

The EPA has stated that some 80 million people are significantly impacted by noise, half of whom are exposed to levels that can damage their hearing or otherwise affect their health. Noise is not only detrimental to health and well-being, but it is also costly. The World Health Organization has estimated that over \$4 billion is spent by United States industry each year for noise-related absenteeism, reduced efficiency, workman's compensation claims, and mental illness.

Almost 5 million persons in our society are affected by permanent hearing loss. Industrial settings account for the largest percentage of noise-induced hearing loss; however, this disability can occur in other areas of the urban environment as well.

Sound also has a significant effect on body muscles and other organs. It has been found that sounds of a short duration over 70 dB may cause changes in the muscles and glands which can affect the rate of heartbeat, constrict the peripheral blood vessels, alter breathing, and affect digestion. Exceptionally intense levels of noise, 130 dB and over, have been known to cause vertigo and cardiovascular disorders and may also produce changes in the function of the brain, adrenal glands, and reproductive organs. Such levels of sound are rarely reached in the Alhambra environment but are discussed here to point out the possible dangers of excessively high noise levels.

More relevant to the Alhambra environment are the problems relating to sleep or speech interference, especially as they affect the young. Constant noise often adversely affects the development of speech patterns in children and may seriously hamper school programs. Therefore, it is especially important to ensure a noise-free environment around public schools and other public facilities where people meet and communicate.

NOISE STANDARDS

The Federal and State governments have established noise guidelines and regulations for the purpose of protecting citizens from potential hearing damage and various other adverse physiological, psychological, and social effects associated with noise.

Two legislative acts regulating industrial and occupational noise resulted from action by the Department of Labor in 1969. The first was the Walsh-Healey Public Contracts Act and the other the Occupational Safety and Health Acts (OSHA) in 1970. Two Federal agencies that have established noise level criteria for various types of land use are the Federal Highway Administration (FHWA) and the Department of Housing and Urban Development (HUD). Figure 4 shows the criteria (policies) established by HUD for granting financial support for the construction of residential dwellings in noise-impacted areas, along with descriptions of the various acceptability categories.

Recent changes in the Noise Insulation Regulation of the California Administrative Code deals with noise insulation from exterior sources to insure that new dwellings constructed in noise critical areas shall be designed to prevent the intrusion of exterior noises beyond prescribed levels. These regulations are applicable to all new residential structures such as hotels, motels, apartments and dwellings other than single-family dwellings. Since single family homes are excluded, the City of Alhambra might consider adopting the requirement that all residential units, including single-family homes, conform to these noise regulations.

To aid in the evaluation of issues involving noise, the CNEL ranges shown in Figure 5 are considered to be the maximum acceptable for each of the various land uses. The Noise Level Contour Map will be helpful in evaluating transportation noise as it affects these land uses.

<u>HUD POLICY</u>		<u>CATEGORY DESCRIPTION</u>
CLEARLY ACCEPTABLE	Does not exceed 45 dB(A) more than 30 minutes per 24 hours.	Both indoor and outdoor environments are pleasant.
NORMALLY ACCEPTABLE	Does not exceed 65 dB(A) more than 8 hours per 24 hours.	Indoor environments still pleasant with normal building construction and outdoor environments reasonably acceptable for recreation and play but noise causes some concern.
NORMALLY UNACCEPTABLE	Exceeds 65 dB(A) 8 hours per 24 hours.	More severe noise exposure making it necessary to use unusual and costly building construction and outdoor barriers to make the environment tolerable.
CLEARLY UNACCEPTABLE	Exceeds 80 dB(A) 60 min. per 24 hours. Exceeds 75 dB(A) 8 hours per 24 hours.	Noise exposure is so severe that the construction costs to make the indoor environment acceptable would be prohibitive and the outdoor environment would still be intolerable.
SOURCE: Department of Housing and Urban Development		

EXTERNAL NOISE EXPOSURE STANDARDS
FOR NEW CONSTRUCTION

Figure 4

<u>LAND USE</u>	<u>ACCEPTABLE MAXIMUM CNEL RANGE</u>
Auditoriums, Concert Halls -----	60 dB(A)
Single-Family Residential -----	65 dB(A)
Multiple-Family Residential -----	65 dB(A)
Schools, Libraries, Churches -----	65 dB(A)
Hospitals, Nursing Homes -----	65 dB(A)
Sports Arenas -----	65 dB(A)
Playgrounds, Parks -----	65 dB(A)
Transient Lodging -----	70 dB(A)
Golf Courses, Stables, Cemeteries ----	70 dB(A)
Movie Theaters, Restaurants -----	75 dB(A)
Office Buildings -----	75 dB(A)
Commercial - Retail -----	75 dB(A)
Commercial - Wholesale -----	80 dB(A)
Manufacturing, Utilities -----	80 dB(A)

(SOURCE: H.U.D.)

LAND USE SUITABILITY
IN NOISE IMPACT AREAS

Figure 5

SOURCES OF NOISE IN ALHAMBRA

The CIR guidelines emphasize transportation-related noise. This is the type of noise of most concern in this Noise Element. However, in order to get a better overall understanding of community noise in Alhambra, the research for this element went beyond transportation noise and a brief discussion is included of the other three basic categories of recreation, commercial/industrial, and residential.

TRANSPORTATION NOISE SOURCES

Transportation noise consists of the varied sounds of horns, engines, tire squeal, sirens, and other noise caused by cars, trucks, buses, trains, airplanes, etc. Unfortunately, most of these noise sources are not easily measured individually and together they make up the bulk of the ambient noise of the City. In Alhambra, the transportation noises of most concern are those originating from the freeways and railroad. The state, local, or private agency responsible for the construction or maintenance of such major facilities is responsible for the provision of present and projected noise levels of their respective facility.

Freeway Noise

There are two major freeways that affect Alhambra. One is the Long Beach Freeway which has a minimal impact on the southwest corner of the City. The other is the San Bernardino Freeway which passes through the south portion of the City from its intersection with the Long Beach Freeway on the west to New Avenue on the east.

The State of California Department of Transportation provided the noise contours emanating from these two freeways. These contours are shown on the Noise Level Contours Map. From this map it can be easily seen that the City and many residential areas are affected by freeway noise, including some areas within the 65 dB(A) contour which is considered excessive by most standards. These areas should require special consideration for noise attenuation whenever new residential units are constructed or when major rehabilitation is undertaken. Also, any public facility that is used by people for various functions, especially Mark Keppel High School, should be given priority consideration for future noise attenuation or abatement programs.

Vehicular Noise on City Streets

Noise emanating from surface streets in Alhambra constitutes a major source of noise. Many variables affect the amount of exposure to vehicular noise within the community including:

- (1) Peak hourly automobile traffic flow in both directions.
- (2) Number of trucks and buses.
- (3) The amount of gradient in the road and the direction of the traffic in relation to it.
- (4) Stop and go traffic (signals, stop signs, etc.)
- (5) Average speed of traffic.

- (6) Existence or location of barriers between the noise source and the receivers (pedestrian areas, parks, residences, etc.)
- (7) Mechanical condition of the vehicles including old or modified exhausts.

Major revisions in the California Vehicle Code have done much to lower the vehicle noise level limits by adding restrictions and regulations affecting test procedures, exhaust standards, and even noise standards for tires. The "California Highway Code" defines "acceptable" noise levels of vehicles at a drive-by distance of 50 feet from the centerline of travel lane, as shown in Figure 6 below.

<u>VEHICLE TYPE</u>	<u>NOISE LEVEL</u>
Trucks & Motorcycles-State Law Maximum----	90 dB(A)
Acceleration-Muffled Diesel Trucks-----	87 dB(A)
Cars & Pickups-State Law Maximum-----	86 dB(A)
Acceleration-"Quiet Truck" -----	83 dB(A)
Muffled Diesel Trucks*-----	80 dB(A)*
"Quiet Diesel Truck"-----	79 dB(A)
California's 1968 Goal for all Vehicles --	70 dB(A)
Unmodified Sedan -----	65 dB(A)

*Unmuffled Diesel Trucks have been measured at 105 dB(A).

CALIFORNIA HIGHWAY CODE
VEHICLE NOISE LEVEL
 Figure 6

Even with progressive legislation, there are still and will continue to be many unusually and unnecessarily noisy vehicles on the streets and highways. It is very difficult to protect the community from all the loud motor vehicles, modified exhausts, squealing tires, horns and similar noises.

While law enforcement efforts are continuing, Alhambra can make additional efforts of its own. Among these might be:

- (1) To ensure that streets are handling traffic equal to or less than their designed capacity.
- (2) Continue the development of an efficient circulation system in the City.
- (3) Encourage residents to maintain their cars properly.
- (4) Promote the use of public transportation.
- (5) Provide truck routes with the least possible disturbance to residential areas and other "quiet" land uses.
- (6) Promote or encourage the use of other transportation alternatives, including the provision of bicycle facilities.

Railroad Noise

The Noise Level Contour Map also includes those contours produced by railroad "line" operations through the City of Alhambra on the El Paso Main Line which parallels Mission Road. According to the Southern Pacific Transportation Company, there is an average of 22 freight trains per day along this line. In addition to these, there are three passenger trains per week in each direction. With the eventual lowering of the railroad tracks, the noise from trains will be reduced very significantly. However, today's noise levels were evaluated and mapped for the City's reference until such time as the railroad is actually lowered.

In an effort to make available all required noise information pertaining to their facilities, the railroad companies combined their efforts to have a general overall railroad operations noise guide prepared. This document, "Assessment of Noise Environments Around Railroad Operations", was used in evaluating the effects of railroad noise on Alhambra and in the preparation of the noise contours. The contours are based primarily on the number of trains per day, their average length and speed, and the gradient of the tracks.

It should be noted here that the noise contours of the freeways and railroad indicate the "theoretical" noise generated by these facilities. Because of the unique physical characteristics of each individual community, a major noise study would have to be undertaken to generate similar accurate countours. Therefore, to save time and expense, the contours have been generated from known noise characteristics of these facilities, taking into consideration major barriers and land features such as hills, etc., but not the attenuating effects of all the City's structures, landscaping and other unique features. Therefore, although the noise theoretically travels as shown on the map, it is also affected by buildings and other features of the City and mixes with, or is partially masked by, other sounds in the community. Therefore, at greater distances, train and freeway noise may be less noticeable but is still present.

RECREATION NOISE

Other sources of community noise, especially during the day, are the recreation areas, such as ballfields, outdoor swimming pools, school playgrounds, active parks, and other facilities throughout the City.

Fortunately, the activities that take place in these areas are usually confined to daylight hours and not often a problem after dark. Also, recreational noise is usually less irritating to most people than other types of noise as long as the recreation does not involve noisy recreational vehicles such as go-carts, off-road type motorcycles and other similar vehicles. Laws already exist to deal with this problem so it is a law enforcement matter and no further action is recommended in this element.

COMMERCIAL AND INDUSTRIAL NOISE

In commercial and industrial areas where noise is a part of the day-to-day operation of the businesses, any restrictions on noise should take into consideration the characteristics of that particular use and be related to appropriate standards for that use (see Figure 5, p.11).

During the early planning and design stages of new commercial and industrial development, appropriate noise attenuation devices should be considered as an integral part of the design. The addition of an earthen berm, wall, or other attenuator could result in greatly reduced noise levels in adjacent neighborhoods.

Industrial and commercial businesses which create clearly unacceptable noise can, in most instances, be dealt with through the City's existing Noise Regulation Ordinance or Zoning Ordinance.

RESIDENTIAL NOISE

Typical residential noises include power lawnmowers and other small power tools, air-conditioning units, excessively loud human voices, barking dogs, and amplified music equipment. Walls or other large barriers between individual homes would be detrimental to neighborhood unity. Probably the most effective way to deal with the residential noise problems is through the residents' own cooperation and consideration for the privacy and well-being of their neighbors. When this fails, the Noise Regulation Ordinance or other appropriate codes are available for the protection of the affected residents.

NOISE CONTROL MEASURES

There are three basic procedures that may be used to reduce noise:

- (1) Control the noise at the source (enclosure, alternative designs, etc.)
- (2) Interrupt the path of the noise (barriers, distance separation, structures, etc.)
- (3) Personal protection (earplugs, adapt to the noise problem, or leave the noise-impacted area.)

As with most pollution problems, the major emphasis should be placed at the source of the problem and personal protection should never become necessary. However, until noise sources can be effectively controlled, interruption of the path is considered an acceptable solution. In fact, procedure #2 above is often the most feasible, both technically and economically. It is usually much easier and cheaper to build a wall around a noise business than it would be to make expensive modifications to an already noisy facility. The importance of early planning and design modifications before the facility is built is evident.

Where it is not economically or physically feasible to reduce the noise levels of certain land uses to a point of compatibility with other "quiet" land uses, it may be necessary to ensure future compatibility through appropriate zoning. In this way, certain characteristically "noisy" uses such as automotive repair shops for example, could be physically separated from the quieter uses and possibly provided for in or near industrial areas or in higher intensity commercial areas. In turn, commercially-zoned land adjacent to residential areas could be reserved for only lower-intensity, quieter businesses.

Another tool that has proven to be very effective in many communities is the comprehensive noise control ordinance. Alhambra currently has a Noise Regulation Ordinance which was adopted by the City Council in April, 1971. The ordinance is quite complete, covering most or all of the noises that might occur in the City. However, the major problem today is that of enforcement of the ordinance. Without personnel assigned to the job of monitoring community noise and looking into complaints, the ordinance will have little mitigating effect on current noise problems.

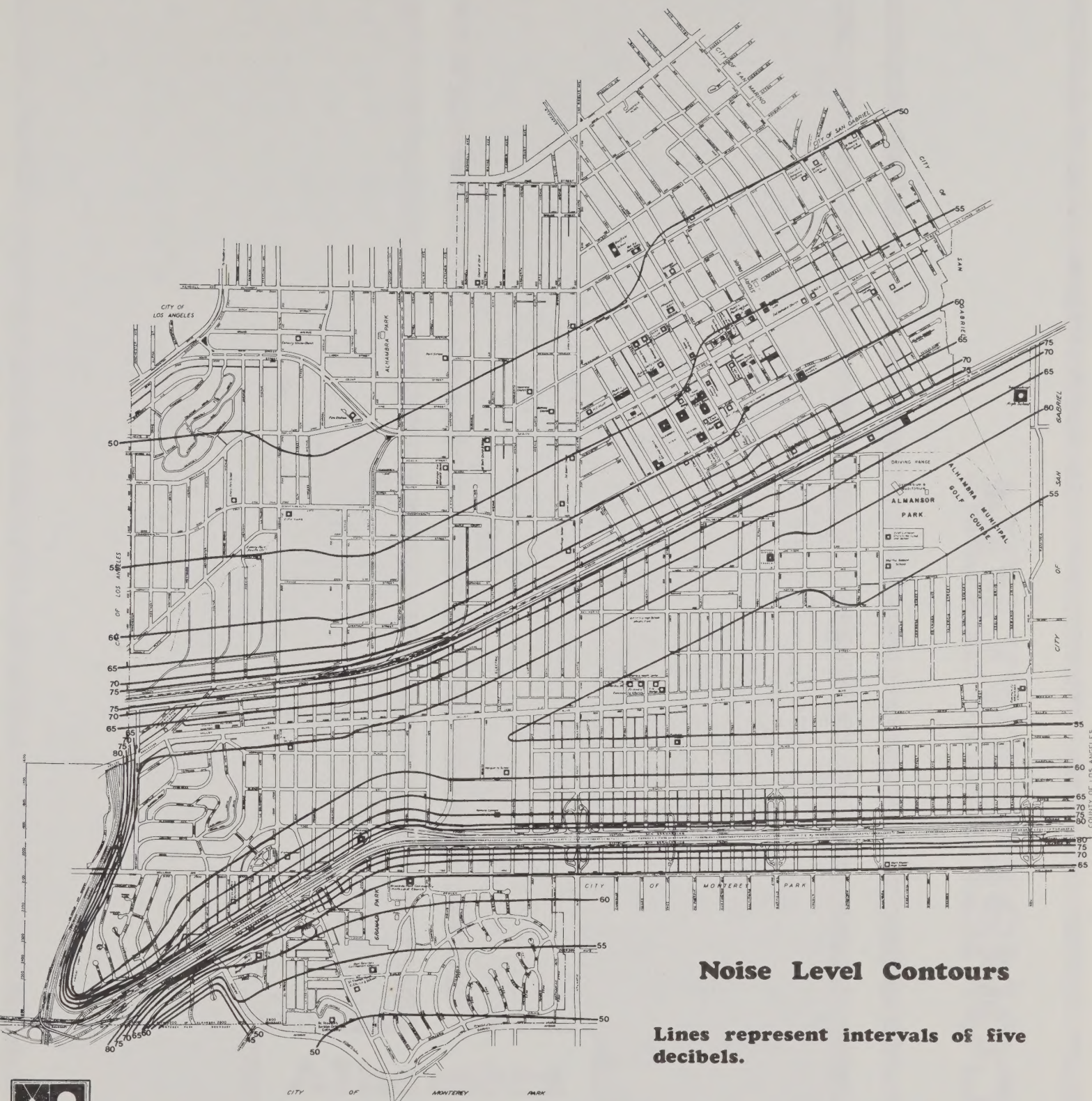
CONCLUSIONS AND RECOMMENDATIONS

The City of Alhambra is plagued by many of the typical noise problems found in similar cities of its size. The only major exception is aircraft noise, since there is no major airport in or near the City. Both the freeways and the railroad main line through Alhambra handle large amounts of traffic and contribute greatly to the ambient noise levels of the community.

Noise information has been gathered and mapped for the major transportation systems of the City as directed by the CIR guidelines. It is now the responsibility of the City to provide or generate similar additional information, if and when such information becomes necessary, pertaining to streets and other City facilities. Additional educational information has been included in this element concerning the characteristics of sound and noise, non-transportation noise sources, and a summary of standards the City may follow in implementing the goal and policies of this element.

In order to control unnecessary noise, more emphasis should be placed on enforcement of the existing Noise Regulation Ordinance and additional personnel assigned to this task. Continual updating of the noise standards as necessary and the application of these standards to everyday land use and planning decisions will also help to control noise problems by controlling the problems at the source, the easiest and most economical method, if carried out prior to construction.

Through the implementation of the Noise Element policies and those noise-related policies of other General Plan elements, particularly the Circulation and Land Use Elements, the City can expect to reduce present noise levels and prevent most future noise problems for the benefit of the community and its residents.



**Alhambra
General
Plan**

CONSERVATION

III.

CONSERVATION ELEMENT

of the
ALHAMBRA GENERAL PLAN

Adopted by:
ALHAMBRA CITY COUNCIL
January 2, 1974

Prepared by:
URBAN FUTURES, INC.
Santa Ana, California

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AUTHORITY AND PURPOSE

State of California Government Code Section 65302(d) requires that all cities and counties shall have a Conservation Element in their General Plans.

The purpose of the Conservation Element for the City of Alhambra is to assure the conservation, development, and utilization of its water resources and its hydraulic forces, flood control, air and soils.

Alhambra is not involved with forests, rivers, harbors, fisheries, wildlife or minerals. Therefore, these natural resources will not be discussed in this Element.

In cooperation with the Los Angeles County Flood Control District, State of California Water Resources Board, and the United States Corps of Engineers, the City of Alhambra maintains a continual on-going program for:

- (a) The reclamation of waters
- (b) Flood Control
- (c) Prevention and control of water pollution
- (d) Regulation and use of land in the flood control channels and other areas for the purpose of conserving these natural resources
- (e) Prevention, control and correction of the erosion of soils
- (f) Protection and control of all watershed areas

DEFINITION

Conservation is the planned management, preparation, preservation and wise utilization of natural resources. The objective of conservation is to prevent the wasteful exploitation, destruction or neglect of these resources.

RELATIONSHIP OF THE CONSERVATION ELEMENT

TO OTHER ELEMENTS:

The Conservation Element provides a major policy input into the Land Use and Circulation Elements. Its concerns relate directly to and overlap a majority of the concerns of the Open Space, Seismic Safety, and Scenic Highways Elements.

Alhambra is a fully developed, balanced City, with a minimal resource of vacant land. New development generally is redevelopment, which necessitates more effective control over land use and circulation to assure that our natural resources are not threatened, be it air, water, vegetation or soil, by pollution, destruction, reduction or elimination.

TO THE ENVIRONMENT:

All proposed development and redevelopment projects, discretionary or ministerial, public or private, are being and will continue to be analyzed with specific concern for the natural resources within the City. Priority has been, and will continue to be, given to the environmental effect a project will have on our water, air, vegetative and soil resources.

The California Environmental Quality Act, the Alhambra Guidelines and Procedures for Environmental Implementation, and the Alhambra Municipal Code have been and will continue to be utilized to the fullest extent to assure that no project will be disruptive of the environment or of our natural resources.

SCOPE AND NATURE OF THE ELEMENT

IDENTIFICATION AND EVALUATION OF NATURAL RESOURCES:

Water Resources

The City of Alhambra owns, operates and maintains its own Municipal Water System which serves the entire City.

The City receives its entire water supply from fourteen deep wells (three located in the City of San Gabriel, two in the City of San Marino, and nine within Alhambra's City Limits).

The City utilizes eight reservoir sites with a total storage capacity of over 28 million gallons. Six sites are located within the City Limits, one in the City of Los Angeles, and one in the City of San Marino.

The City of Alhambra is a member of the San Gabriel Valley Municipal Water District. This District will import STATE WATER for its member agencies as part of the water replenishment requirement associated with the recent adjudication of water rights within the Main San Gabriel Basin. This replenishment water will be spread and percolated by the Los Angeles County Flood Control District in the Central Portion of the Basin.

A contributing factor to the City's water source is the relatively low average annual rainfall of eighteen inches.

Vegetative Resources

The City of Alhambra has an on-going program of conservation of both natural and planted vegetation in its approximately 175 acres of parks, 75 acres of street medians, 110 miles of street parkways of variable widths, 20.5 acres of water well and reservoir sites, 12 acres of City parking lots, and approximately 13 acres of other municipally-owned parcels of land. This program of vegetative conservation is being continually maintained and improved upon in a large part for open space use for the benefit of all citizens of Alhambra.

In addition, the school districts maintain a continual program of conservation of their vegetative resources on a total of 176 acres of school sites throughout the City.

Soils Erosion

The Public Works Department, in cooperation with other governmental agencies such as the Los Angeles County Flood Control District, the State Department of Water Resources, and United States Corps of Engineers maintain a continual program of soil erosion control in those areas of the City that could have problems in this area. At the present time, significant soil erosion problems are not evidenced in any open space or conservation areas of the City. The City has a grading ordinance that effectively controls man-made disturbances of soil which could possibly cause erosion.

Flood Control

Adequate flood control for the City is provided by three drainage channels that traverse the City in a general north-south direction. These channels total 21 acres and are classified as conservation areas. They provide for surface drainage from within and without the City. In addition, a 16 acre drainage basin exists to receive additional run-off water.

Air Resources

The Los Angeles County Air Pollution Control District monitors and effects control of all possible sources of air pollution from existing facilities within the City of Alhambra. The Planning and Building, Public Works, Fire, and Parks and Recreation Departments of the City administer Codes and Regulations that minimize or prevent new development and redevelopment from contributing to air pollution.

ANALYSIS OF RELATIONSHIPS BETWEEN RESOURCES; IDENTIFICATION OF NATURAL RESOURCE AND CONSERVATION AREAS:

All City-owned water well and reservoir sites, flood control channels, parks, street medians, street parkways, parking lots and other municipally-owned land are directly related to private land use, open space, and traffic circulation throughout the City.

Many areas of conservation which are designed for specific functions can be and are being utilized additionally for open space uses.

Areas specifically related to conservation are as follows:

Water Storage and Resource Areas:

A -- Water Well Site No.2

Location: 974 Kewen Drive, San Marino
Area: 3,000 square feet

B -- Water Well Site No.6 and Reservoir No.5

Location: 1050 Kewen Drive, San Marino
Area: 83,790 square feet

C -- Water Transmission

Location: Lot 5, Kewen Canyon, San Marino
Area: 65,590 square feet

- D -- Water Well Site No.7
Location: South side of Mission Road and
West of Alhambra Wash, Alhambra
Area: Not specifically defined, as it is
located in, and is a part of the
132-acre Almansor Park complex
- E -- Water Well Site No.8
Location: NE corner of Granada Ave. and
Mission Road, Alhambra
Area: 142,000 square feet
- F -- Water Well Site No.9
Location: 417 N. Granada Avenue, Alhambra
Area; 7,535 square feet
- G -- Water Well Site No.10
Location: East side of Almansor St. between
Park and Los Higos Streets, Alhambra
- H -- Water Well Site No.11
Location: S. side of Mission Rd. east of
Alhambra Wash, Alhambra
Area: Not defined, as it is located on grounds
of San Gabriel High School which contains
50 acres.
- I -- Water Well Site No.12
Location: E side of San Pasqual Drive north
of Mission Road, Alhambra
Area: 36,155 square feet
- J -- Water Well Site No.13
Location: 1410 E. Adams Avenue, Alhambra
Area: 8,449 square feet
- K -- Water Well Site No.14
Location: 900 S. New Avenue, Alhambra
Area: Not defined as it is located in and
is a part of Almansor Park
- L -- Water Well Site No.15
Location: 1830 S. Del Mar, San Gabriel
Area: 9,318 square feet
- M -- Water Well Site No.1 and the Longden Water Well
Location: 725 San Salvatore, San Gabriel
Area: 33,300 square feet

- N -- Garfield Well Site and Three Water Reservoir Tanks
Location: SW corner of McLean Street and
Garfield Avenue, Alhambra
Area: 104,536 square feet
- O -- Marengo Reservoir Site and Four Water Storage Tanks
Location: South side of Alhambra Road between
Marengo and Bushnell Avenues, Alhambra
Area: 131,019 square feet
- P -- Dupuy Reservoir Site - Three Storage Tanks and
One Reservoir
Location: 1711 Alta Vista Drive, Alhambra
Area: 7,176 square feet
- Q -- Emery Park Reservoir Site -- Three Water Storage Tanks
Location: 146 Palatine Drive, Alhambra
Area: 11,036 square feet
- R -- Garvey Reservoir Site -- Two Water Storage Tanks and
One Reservoir
Location: West of Garvey Avenue, north of
Monterey Park boundary, Alhambra
Area: 47,740 square feet
- S -- Siwanoy Reservoir Site -- One Water Storage Tank
and One Reservoir
Location: S. Siwanoy Dr., west of Hagen Drive
Area: 34,941 square feet
- T -- Newtonia Reservoir Site -- Three Water Storage Tanks
Location: Newtonia Ave., east of Placer, L.A.
Area: 123,699 square feet
- U -- Bushnell Park -- Future Water Storage Site
Location: East side of Bushnell Ave., south of
Alhambra Road, Alhambra
Area: 46,800 square feet

Flood Control Channels:

- A -- San Pasqual Wash
Location: Easterly portion of City. Generally
traverses the City in a northwest to
southeast direction from the City of
San Marino to its juncture with the
Alhambra Wash in Almansor Park.
Area: 10.88 acres
Length: One and one-half miles

B -- Alhambra Wash

Location: Easterly boundary of the City generally along the San Gabriel City Boundary to its juncture with the San Pasqual Wash in Almansor Park thence southeasterly to New Avenue and Adams Avenue.

Area: 7.39 acres

Length: One mile plus

C -- Laguna Wash

Location: Northwesterly portion of the City. Traverses from South Pasadena in a southwesterly direction to City of Los Angeles boundary near Mission Rd.

Area: 2.94 acres

Length: One and one-half miles

D -- Dorchester Drain - Open Drainage Area

Location: Northeasterly of the junction of the Long Beach and San Bernardino Freeways

Area: 16.04 acres

DEVELOPMENT CAPACITY OF CONSERVATION AREAS:

The City of Alhambra plans to continue its policy of developing, redeveloping, improving and maintaining those conservation areas now in public ownership for the purposes for which they are presently being used. There are no plans for acquiring additional land for these purposes. Existing lands are sufficient for the present and future conservation needs of the citizens of Alhambra.

Development will be undertaken as the need arises, and only within those areas now under public ownership and utilized for water resource, flood control, and open space uses.

Development, improvement, redevelopment and maintenance will be conducted in a manner which is directly related to conservation of the land and to the total benefit of all concerned. If new water storage facilities are required, for example, on an existing site, all precautions will be undertaken to minimize disturbance of the vegetative resources on said site. Precautions will be taken to minimize or prevent pollution of the air and to prevent soil erosion.

STANDARDS AND CRITERIA FOR CONSERVATION:

It shall be incumbent upon all citizens and governmental officials (elected and appointed) of the City of Alhambra to prevent destruction, reduction or elimination of our limited natural resources by:

1. No public lands now utilized as conservation or natural resource areas shall be reverted to private ownership.
2. Strict control over any physical improvements required for the maintenance of our natural resource areas shall be in force at all times.
3. A continual program shall be effected to prevent vegetative decline caused by nature or by man.
4. Where feasible and practical and where conservation areas are under control, such areas shall be utilized for open space uses.
5. Disruption of soil in its natural state shall be prevented or kept at a minimum at all times to prevent erosion.

IMPLEMENTATION PROGRAM:

There need be little change in the present policy of the City of Alhambra for maintaining its natural resource and conservation program. The program has long been implemented. However, more citizen participation should be encouraged to assure the highest and best use and the preservation of the conservation and natural resource areas.

METHODOLOGY

INVENTORY:

The inventory and descriptions of the conservation areas have been outlined earlier in this Element and their locations are shown on the Conservation and Open Space Areas map.

CONSERVATION AND DEVELOPMENT RELATIONSHIP:

Any development project within the City, whether public or private, shall be subject to close scrutiny to prevent endangering those areas now being utilized and preserved for conservation. This scrutiny will involve environmental, sociological, physical, and economic concerns. All citizens will be encouraged to participate in this process of scrutiny.

POLICIES AND PRIORITIES:

It will not be the policy of the City to acquire new areas for conservation. Based on the present geographic components and population of Alhambra, additional conservation areas are not now needed or contemplated. The present inventory is adequate to provide for the foreseeable future conservation needs.

The policy of the City shall be to continually maintain, update, improve and add to its conservation program within those areas now utilized for that purpose.

The number one priority shall be to assure that the integrity of the conservation areas is not infringed upon by adjacent development.

With respect to those natural resource areas maintained by the City but located in other cities, a continued policy of working closely with said cities to insure the stability and integrity of said areas will be continued.

FORMULATION OF CRITERIA AND STANDARDS OF GOALS AND OBJECTIVES:

The basic goal and objective of the Conservation Element shall be to maintain, improve and add to existing facilities located within existing conservation sites.

A principal goal and objective shall be to assure that any and all natural resources shall be preserved to the greatest extent possible when development occurs upon private lands within the City.

The City shall continue its objective of providing adequate financial resources to assist in the preservation of its natural resources.

A continual program of up-dating codes and ordinances necessary to effect preservation of natural resource areas shall be a goal and objective of the City.

Although the City will not seek additional areas for conservation or open space, it shall be receptive to offers of gifts of land for such uses. If, in the future, the school district should abandon any school site, it shall be the goal of the City to acquire said site for conservation or open space use.

IMPLEMENTATION

ZONING:

It is proposed to adopt and effect an Open Space Zoning Classification that will delineate development standards for all public areas that are categorized for conservation, open space and recreational use within the City.

The "Open Space" zone will not be applied to any private properties because there is no need to acquire additional land for open space or conservation use at this time. However, the development standards for all land use zone classifications will be continually up-dated to insure that "built-in" open space and conservation concepts are maintained.

The Open Space zone classification will be applied to any area that may be acquired in the future for public open space, conservation or recreational use.

At the present time, flooding and soil erosion is not a significant problem or concern in the City of Alhambra. There

will be no need to add any specific zone classification or regulations for these areas, as present regulations are sufficient to care for these concerns and problems.

SUBDIVISION AND GRADING ORDINANCES:

The City of Alhambra has comprehensive subdivision and grading ordinances which have been effective in preserving our natural resource, open space, and conservation areas. They will continue to be reviewed to assure this preservation, if needed.

These ordinances, as presently written, have been successful in the preservation of our natural resource areas. There are provisions that prevent erosion, require planting and landscaping, and require retention areas for water and soil in all public and private development projects.

ENVIRONMENTAL REGULATIONS:

The City of Alhambra requires a preliminary assessment of environmental impact, and either an Environmental Impact Report or Negative Declaration in accordance with the California Environmental Quality Act for numerous categories of public and private projects. These provisions will be expanded upon to further assure the preservation of our natural resources by a continual review of the environmental guidelines.

ACQUISITION OF SIGNIFICANT NATURAL AREAS:

The City of Alhambra has no significant natural areas not now in public ownership. Therefore, no program of acquisition will be implemented.

CAPITAL IMPROVEMENTS FOR WATER QUALITY CONTROL:

The City budgets approximately \$200,000 annually for capital improvement projects to continually improve water quality, quantity, transmission and distribution to its ultimate consumers.

The well on site No.7 located in Almansor Park has recently been completed with a realignment of the water transmission line along Mission Road.

The water storage sites are continually monitored for needed repairs, remodeling or rebuilding of reservoirs, tanks, boosters, and transmission lines and for maintaining water potability. If needed, these projects are initiated to assure no slowdown or breakdown in either quality or quantity of water. If the vegetative resources on these sites are in need of improvement, they are immediately remedied.

The City contracts with an outside agency to continually monitor water quality. Potable water is mandatory, and if it is threatened, programs for remedying the situation are initiated.

The Bushnell Park future water storage site will be put to that use when population growth warrants. This site is presently utilized for conservation and open space use and will be retained for such uses in its present natural state until it is needed for water storage.

The State Water Resources Board continues to monitor the underground water tables to prevent pollution in the City's water basin.

Other than the projects stated herein, there are no specific capital improvement programs proposed. The monitoring system has proven, and will continue to prove, effective against water resource pollution by providing capital improvements as they are needed.

CORRECTIVE PROGRAMS:

All agency regulations and ordinances presently in effect to conserve are also the tools utilized to correct any deficiencies that may occur to our natural resources. A program to correct such deficiencies is in effect at the present time, and this program will be continued. Flood control channels and basins that may become debris-filled will be cleared to prevent flooding or damming. Landscaping and planting programs to prevent soil erosion and to maintain our vegetative resources will be continued.

The entire City will be continually surveyed to note any source that is potentially hazardous to our natural resources. If the hazard is noted, corrective measures will be initiated to eliminate said hazard. The corrective measures will be applied to correct and eliminate any detriment to our air, water and soil resources.

In substance, regulations and ordinances now in effect are generally more than adequate to insure conservation of our limited natural resources. These regulations and ordinances will be continually monitored and revised only when needed to improve our natural resource environment.

EDUCATION AND INFORMATION:

The Conservation Element will be one of the educational and promotional tools made available to the general public to better apprise them of the need to conserve our natural resources.

Citizen awareness and participation will be sought at all levels of government to educate and inform. This can be accomplished through the City Council, the Planning Commission, the Parks and Recreation Commission and similar bodies which will continue to dispense information concerning conservation. Citizen organizations, social organizations (such as Kiwanis and Rotary), the Chamber of Commerce and such will be invited to participate in implementing or expanding upon our need to conserve our natural resources.

Schools will be encouraged to get the message across through the classroom, the P.T.A. and school board meetings.

The administrative staff of the City will be encouraged to talk to neighborhood groups and organizations.

The newspapers will also be advised to expand upon the environmental concerns.

**Alhambra
General
Plan**

OPEN SPACE

IV.

OPEN SPACE ELEMENT

of the
ALHAMBRA GENERAL PLAN

Adopted by:
ALHAMBRA CITY COUNCIL
April 16, 1974

Prepared by:
URBAN FUTURES, INC.
Santa Ana, California

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AUTHORITY AND PURPOSE

State of California Government Code Sections 65302(e) and 65560 et sequa, require that all cities and counties shall have an open space element in their general plans.

It is the purpose of the open space element to assure that the City of Alhambra recognizes that open space land is a limited and valuable resource which must be conserved wherever possible. Further, it shall be the purpose of the City of Alhambra to prepare, adopt, and carry out an open space plan which will accomplish the goals and objectives of a comprehensive open space program.

The City believes the preservation of its existing publicly owned open space land is necessary for the maintenance of the economy, for the enjoyment of scenic beauty and recreation and for the utilization of its natural resources.

In the public interest, it is the intent of the City to discourage and prevent its existing open space land from being converted to urban uses.

The City realizes that the anticipated population increase and the need to conserve energy resources demands that its existing open space be preserved and that positive action by the adoption and strict administration of ordinances, rules and regulations be taken and be carried out to effect this preservation.

The City of Alhambra further realizes that in order to assure that the interests of all its citizens are met in the preservation and conservation of its resources, it is necessary to provide for the development of plans for said conservation and preservation of its existing publicly owned open space lands. The City is aware that its open space plan must be coordinated with those of neighboring cities, Los Angeles County, regional agencies and the State of California.

Finally, it is apparent that the preservation, maintenance, improvement and conservation of the City of Alhambra's existing publicly owned open space lands are necessary for the promotion of the general welfare and for the protection of the public interest in these areas of the Community.

DEFINITION AND SCOPE

Open space uses are defined in State of California Government Code Section 65560, as follows:

PRESERVATION OF NATURAL RESOURCES:

Open space for the preservation of natural resources including, but not limited to, areas required for the preservation of plant and animal life, including habitat for fish and wild-life species; areas required for the ecologic and other scientific study purposes; rivers, streams, bays and estuaries; and coastal beaches, lakeshores, banks of rivers and streams, and watershed lands.

The City of Alhambra, because of its geographic location and its total urbanization pattern, is concerned only with the preservation of its plant life and its watershed areas within its existing publicly owned open space and conservation areas. There are no areas not now in public ownership that need be or will be acquired for open space or conservation use.

MANAGED PRODUCTION OF RESOURCES:

Open space used for the managed production of resources, including, but not limited to, forest lands, rangeland, agricultural lands and areas of economic importance for the production of food or fiber; areas required for recharge of ground water basins; bays, estuaries, marshes, rivers and streams which are important for the management of commercial fisheries; and areas containing major mineral deposits, including those in short supply.

Alhambra is concerned only with the managed production of the principal resource of water and not with the other resources mentioned above.

OUTDOOR RECREATION:

Open space for outdoor recreation, including but not limited to, areas of outstanding scenic, historic and cultural value; areas particularly suited for park and recreation purposes, including access to lakeshores, beaches, and rivers and streams; and areas which serve as links between major recreation and open space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors.

Alhambra is vitally concerned with its existing publicly owned open space areas for outdoor recreation. These areas include city parks and school sites, but obviously it does not include access to beaches, lakes, rivers or streams as none of these areas exist in Alhambra.

PUBLIC HEALTH AND SAFETY:

Open space for public health and safety, including, but not limited to, areas which require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, flood plains, watersheds, areas presenting high fire risks, areas required for the protection of water quality and water reservoirs and areas required for the protection and enhancement of air quality.

The City of Alhambra has always been concerned with public health and safety with respect to its open space and conservation areas, but it is not limited to these areas alone. The open space and conservation areas are a part of the entire City, and public health and safety is a continual concern for all areas of the City.

Areas that require special management and regulation are continually surveyed to assure that there will be no detriment to public health and safety. High fire risk areas, flood control channels and watershed and water reservoirs are given continual surveillance to minimize or prevent any danger to public health and safety and to protect the quality of our water and air resources.

METHODOLOGY

INVENTORY AND ANALYSIS OF OPEN SPACE AREAS:

The open space element of the Alhambra General Plan will designate and show only those areas now in publicly owned open space and conservation use. These areas are delineated on the map included in this element.

The lists and tables on the following pages detail the various characteristics of the City's publicly owned open space lands, which are categorized as follows:

- (1) Public School Sites
- (2) Parks and Parklands
- (3) Municipal Automobile Parking Lots
- (4) Conservation Areas
- (5) City Median Strips

The first two categories dealing with school sites and City parks are described in greater detail in the Parks and Recreation Element of the General Plan and the facilities are tabulated for easy reference on pages 9 and 10 of that Element.

Public School Sites

The total school acreage in Alhambra is 175.74 acres. The City of Alhambra and its school districts have had a reciprocal agreement for the joint use of school sites and parks for open space and recreation use for a number of years for all sites within the City. This agreement will be continued.

It is recommended that if, for any reason, a school site is proposed for abandonment as an educational facility, it shall revert to the City and be expanded upon for open space, conservation, cultural and/or recreational uses.

The majority of the school sites are landscaped with vegetation that is under continual maintenance for the enjoyment of all that utilize said sites. The program of maintenance, improvement, preservation and conservation of these vegetative resources will be continued and expanded upon.

INVENTORY OF
PUBLIC SCHOOL SITES

SCHOOL & LOCATION	SITE AREA	SPECIAL OPEN SPACE & RECREATION FEATURES
Baldwin Elementary 900 S. Almansor St.	11.86 acres	Cafeteria; Auditorium; Grass Field; Asphalt Playground
Emery Park Elementary 2821 W. Commonwealth	3.35 acres	Cafeteria; Auditorium; Asphalt Playground
Fremont Elementary 2001 S. Elm St.	5.99 acres	Cafeteria; Auditorium; Asphalt Playground; Grass Field -- Playground
Garfield Elementary 110 W. McLean St.	4.67 acres	Cafeteria; Auditorium; Asphalt Playground
Granada Elementary 100 S. Granada Ave.	5.38 acres	Cafetorium; Asphalt Play- ground
Marguerita Elementary 1603 S. Marguerita	5.17 acres	Cafeteria; Auditorium; One Handball Shell; Asphalt Playground
Northrup Elementary 409 S. Atlantic Blvd.	7.94 acres	Asphalt Playground; Cafeteria; Auditorium;
Park Elementary 301 N. Marengo Ave.	6.59 acres	Cafeteria; Auditorium; Asphalt Playground; Adjacent Private Field
Ramona Elementary 509 W. Norwood Pl.	4.71 acres	Cafeteria; Auditorium; Asphalt Playground
Alhambra High School 101 S. 2nd Street	19.59 acres	Cafeteria; Auditorium; Four Tennis Cts; Three Gymnasiums; Girls & Boys Athletic Fields
Sixth Street Site (Moor Field) Part of Alhambra H.S.	17.85 acres	Three football fields; three baseball diamonds; 440 yard track; bleachers
Century Continuation High School 20 S. Marengo Ave.	2.43 acres	Volleyball Court; Basketball Court
Mark Keppel High School 501 E. Hellman Ave.	30.29 acres	Cafeteria; Auditorium; Two Gymnasiums; Multi-Purpose Athletic Fields
San Gabriel High School 801 Ramona St.(S.G.)	49.92 acres	Cafeteria; Auditorium; Two Gymnasiums; Athletic Field; Bleachers; 440 yd. Track

INVENTORY OF
PARKS AND PARKLANDS

FACILITY and LOCATION	SITE AREA	SPECIAL OPEN SPACE & RECREATION FEATURES
ALMANSOR PARK COMPLEX		
Almanson Park 800 S. Almanson St.	35.00 acres	2 Softball Diamonds 2 Hardball Diamonds 3 Lighted Tennis Courts 1 Gym & Recreation Bldg. Playground Equipment in Open Areas
Alhambra Golf Course 630 S. Almanson St.	82.00 acres	9-hole, par 32 course with 15 acre expansion Putting greens Daytime Driving Range Nighttime Driving Range Pro Shop Clubhouse & Snack Bar
Malmgreen Mem. Park Corto St. at Chapel	4.00 acres	Neighborhood Landscaped Park, Children's Play Area, Picnic Area
ALHAMBRA PARK 500 N. Palm Ave.	14.22 acres	General Purpose Park Wading & Swimming Pools Food Concessions, Picnic Areas, and Pergolas Children's play areas Tennis Courts (5) Ampitheater
GRANADA PARK 2200 S. Palm Ave.	16.42 acres	General Purpose Park Swimming Pool Softball Field Tennis Courts (2) Children's Play Area Gym & Recreation Bldg. Food Concession & Picnic Areas
STORY PARK 2200 S. Palm Ave.	6.37 acres	General Purpose Park Swimming Pool, Two Tennis Courts, Softball Field, Playground, Club- house & Community Center

INVENTORY OF
MUNICIPAL AUTOMOBILE
PARKING LOTS

LOT NUMBER	LOCATION	AREA IN SQUARE FEET	NUMBER OF SPACES
1	105 N. Chapel Avenue	110,755	346
2	100 S. Second Street	43,400	129
3	80 S. First Street	27,155	86
4	14 N. First Street	26,506	66
5	17 N. Stoneman Avenue	35,925	117
6	26 N. Stoneman Avenue	8,750	14
7	26 S. Stoneman Avenue	64,051	150
8	30 S. Stoneman Avenue	12,412	30
9	104 N. Chapel Avenue	71,448	173
10	15 N. Fourth Street	14,850	45
11	28 N. Third Street	16,300	48
12	28 S. Monterey Street	6,270	20
13	23 S. Chapel Avenue	20,400	62
15	Huntington Dr. & Main St.	58,705	112
16	14 S. Second Street	11,880	33
17	18 N. Stoneman Avenue	8,750	26
18	Chico St. & Stoneman Ave.	10,530	25

INVENTORY OF
CONSERVATION AREAS

AREA DESCRIPTION AND LOCATION	AREA	POTENTIAL USES
WATER WELL SITE NO. 8 NE Corner of Granada Ave. and Mission Road	142,000 sq.ft.	Development as Neighborhood Park with various open space & Rec. uses.
BUSHNELL PARK FUTURE WATER STORAGE SITE -- E. Side of Bushnell Ave., South of Alhambra Road	46,800 sq.ft.	Neighborhood Park with specialty open space and recreational uses.
SAN PASQUAL WASH FLOOD CONTROL CHANNEL -- Easterly portion of City from San Marino to Almansor Park complex. (Length: 1½ mi.)	10.88 acres	Riding, hiking, and bicycle trails with stops for rest and picnicking.
ALHAMBRA WASH FLOOD CONTROL CHANNEL E. and SE portions of the City from San Gabriel & Almansor Park to New & Adams Avenues.	7.39 acres	Picnic Areas Riding, hiking, and bicycle trails, Rest Stops
DORCHESTER DRAIN - Open Drainage Area -- NE of junction of Long Beach & San Bernardino Freeways	16.04 acres	Small lake for boat- ing, swimming & fishing. Picnic areas, Riding and hiking trails, Community Center
CITY MEDIAN STRIPS Huntington Drive -- between westerly City Limits and Alhambra Road Main Street -- Between Huntington Drive and Raymond Avenue		Rest area and min- imal open space use. Rest area and min- imal open space use.

ANALYSIS OF COMMUNITY NEEDS OF OPEN SPACE FOR RECREATION AND LEISURE ACTIVITY:

The City of Alhambra is consciously aware of what is commonly known nationally as "The Energy Crisis", with specific concern for the motor vehicle fuel shortage. Because of this facet of the crisis, the citizens of Alhambra will be reducing trips to the "far-away" open space and recreation areas for their recreation, health, and safety desires and needs. More emphasis will be put upon the local government to provide for these desires and needs "close to home".

The City of Alhambra does not need to embark upon a program for the acquisition of more land for open space use. Those areas now under public ownership and utilized for open space use are more than adequate to provide for the needs of its citizens in the foreseeable future. However, the present areas will need to be improved and expanded upon within their present boundaries. The predicted desire or necessity of citizens to satisfy their recreational needs "close to home" will require a coordinated effort by the citizens and the City administration. This effort will need to be of such a magnitude that it will offset the desire for "long-haul" trips for recreational purposes.

ANALYSIS OF OPEN SPACE NEEDS FOR FUTURE URBANIZATION:

In addition to the need for expansion and improvement of existing publicly owned open space lands, there will be a need to expand and improve upon "built-in" open space requirements for development on private lands. The trend of development and redevelopment in the City of Alhambra in the residential sector will continue at an accelerated rate. All private residential development, with particular emphasis upon multiple dwellings, is required to provide a certain percentage of the land for private open space use of the occupants. It will be incumbent upon the City to encourage developers to provide additional recreational uses of the land they are now, and will continue to be, required to set aside for open space utilization.

A program of cooperation with citizens and the City administration to provide more private open space will assure an improvement in the quality of life and reduce the need for said administration to provide for all the open space needs. A plus factor, obviously, is the reduction in the use of the motor vehicle if the City and private developers provide some of the open space and recreational facilities that presently can only be found "miles" away. It is realized, and justifiably so, that people will still want to "get away" once in awhile, and

it will require use of the automobile, bus, train and airplane -- all users of energy resources. However, if the trend continues, the cost of gasoline and other motor vehicle fuels will reduce the desire to "hit the road", necessitating a continuous improvement of open space facilities and uses within the City, both in the public and private sectors.

CITIZEN INVOLVEMENT IN OPEN SPACE PLANNING FOR RECREATION AND LEISURE TIME ACTIVITY:

Because of the projected trend to spend more time "at home", it will be incumbent upon the City administration and the legislative body to seek more citizen involvement in planning for and improving and expanding upon the existing open space facilities now available in Alhambra. Physical improvement and expansion within the existing publicly owned open space areas will need to be supplemented by more citizen input on how leisure time activities should be programmed. Citizen participation and awareness of the need to improve our existing open space facilities and activities in the City of Alhambra will be sought at all levels of government. This will be accomplished through the City Council, the Planning Commission, the Parks and Recreation Commission, the Alhambra Redevelopment Agency and other boards and commissions. These agencies will continue to dispense information and request citizen participation on open space plans and uses.

Citizen organizations, social clubs, the Chamber of Commerce and other such organizations will be invited and encouraged to participate in implementing and expanding upon open space plans and programs. Schools and the PTA will need to expand their efforts on the open space issues through the classrooms, school board meetings and PTA meetings.

Appointive, elective and administrative City officials will be encouraged to expedite their program of "talking to" neighborhood groups and organizations about the open space issues.

Newspapers and other media will also be advised to elaborate more frequently upon the open space concerns and issues.

DEVELOPMENT POLICIES IN EXISTING AREAS THAT ARE TO REMAIN FOR OPEN SPACE USE:

It shall be the policy of the City of Alhambra to continue its on-going program of improving and expanding facilities within existing publicly owned open space lands.

Public School Sites

It is the intent of the City of Alhambra to continue to cooperate with the school districts for reciprocal use of facilities for the expansion and improvement of open space, leisure time and recreational activities. The significant approach that will need to be taken is to keep school grounds open for longer hours in order to get full utility of the sites and their facilities.

Baldwin School has the facilities and the area to provide for an expanded program of open space activities for all age groups.

The area of Emery Park School does not warrant expanding the physical facilities located thereon, but they can be utilized more completely for specific open space and recreational uses.

Fremont School has sufficient area and facilities that could be used for most age group leisure time and Community activities. An example: On a scheduled basis, the basketball courts, when not in use by younger persons for basketball, can be utilized for shuffleboard courts for the senior citizens residing in close proximity to the school.

Garfield School has the facilities that can be utilized for most age groups, if scheduled, for a variety of leisure time activities.

Granada School has limited physical facilities for open space use, other than area. However, an improvement program will provide for limited open space activities for various age groups.

Marguerita School has adequate facilities, but limited area, for a variety of leisure time activities. Its area limitations will require multiple use of existing facilities which will be accomplished through proper scheduling and extended open hours.

Northrup School has more than adequate facilities and area to provide for a multitude of open space, leisure time and recreation uses for all age groups residing in the area. Proper scheduling and longer hours will allow for multiple use of the facilities and area.

Park School has a limited area, but adequate facilities, for maximal specialized open space and recreational uses. The school site will need to be open and accessible to the general public for longer hours during the day. Multiple use of the facilities can be accomplished through planned schedules.

Ramona School is limited in area, but has sufficient physical facilities to permit a variety of recreational and leisure time activities on a scheduled basis for maximum use.

Moor Field has a large expanse of open area, with the only structure being a bleachers and a locker room. The site is utilized mainly for football, baseball and track, but has more than adequate acreage to provide for an abundance of open space, leisure time and additional recreational activities. A variety of planned and unplanned activities can be effected concurrently because of the available open area. Baseball games, children's games, picnics, and other activities incorporating all age groups can be conducted without interfering with each other.

Alhambra High School has an abundance of facilities and adequate area for a varied program of recreational activities during non-school hours.

Century Continuation High School, because of its small area and minimal facilities, is not adequate to provide for other than limited recreational activities which may be oriented toward specific age groups on a scheduled basis.

Mark Keppel High School has the acreage and the facilities to provide for a varied program of leisure time and recreational activities on a scheduled basis during non-school hours.

San Gabriel High School has more than adequate area and facilities to provide for an unlimited number of open space, leisure time and recreational uses during non-school hours. Its location and acreage is advantageous for both planned and unplanned activities to be held concurrently without interfering with each other.

It needs to be emphasized that a continued and expanded policy of cooperation between the school districts and the City administration has to be maintained to get maximum Community utility of the school sites. It is realized that additional monies will need to be made available for any increase in the use of these sites for all the citizens of Alhambra.

The vegetative resources of the school sites will be preserved in accordance with the conservation guidelines of the City.

The table entitled "Inventory of School Recreation Facilities" in the Parks and Recreation Element of the General Plan provides a more detailed description of the facilities at each of the school sites that might be available for public recreational use.

Park Sites

The most significant resource in the City of Alhambra for open space, recreational and leisure time use is its existing publicly owned parks and parklands. There are approximately 175 acres of parklands and parks in the City, which is more than adequate to provide for its present and predicted future population. The parks provide for a multitude of open space, leisure time and recreation uses for all age groups on planned and unplanned schedules.

There is a continual program of improvement and expansion of the quantity and quality of programs being maintained by the City, specifically the Department of Parks and Recreation. These parks provide, among the more elaborate uses, a golf course and driving range, swimming pools, picnic areas, a mini-bike course, baseball fields, community centers, gymnasiums and tennis courts. These and other facilities are detailed more specifically in the table "Inventory of Parks and Parklands" on page 6 of this Element.

The grounds, landscaping and structural improvements are continually being maintained to preserve the natural resources and the aesthetics on all the park sites in the City. This maintenance program will be continued to assure the conservation of these resources. Approximately 60% of the annual Parks and Recreation budget is utilized for maintenance.

Alhambra Park is a general purpose park that has a multitude of facilities for leisure time and recreational activities for all age groups. There will be no need to add facilities within Alhambra Park, as those existing are adequate to provide for the recreational activities of the citizens residing within its area of influence. However, a program of constant maintenance of the grounds and facilities will be continued to assure maximum utility of the park.

The Almansor Park complex has sufficient acreage to expand the already existing facilities located thereon. Recent acquisition of a former land reclamation area within this complex will allow the City to expand its existing golf course, to provide more parking area, improve and expand its landscaping program, and to allow Alhambra citizens full utility of this large complex of open space area. All of the physical facilities and the grounds will continue to be maintained in a manner for the maximum enjoyment of leisure time, recreation and open space use.

Consideration should be given to establishing a recreational water area within the Almansor Park complex. There is enough area for this purpose and its need is warranted. A fishing, swimming and boating area would get full use from all age groups. Those

Alhambra citizens who would normally travel to distant areas for fishing, boating and swimming recreation would have these desires partially satisfied if these facilities were in their own "back yard". This type of a facility would obviously ease the pain of the "energy crisis". It is realized that additional monies will need to be provided to establish this kind of facility, but it would pay for itself if only by the saving of travel time and energy use.

Granada Park is a general purpose park that has a varied number of physical features and open area for leisure time and recreational activities for all age groups within Alhambra. The existing facilities are adequate to provide for a large range of recreational uses and there is no need to expand these facilities. The policy of maintenance of the structures and the grounds for the maximum enjoyment of all will be continued.

Story Park is a minimum size special purpose park for limited leisure time and recreational uses. Its area does not warrant expansion of its existing facilities. A new community center has recently been completed in this park. This center will allow for a multitude of activities for all age groups, but with an emphasis on senior citizen programs. The program of maintenance of structures and grounds will be continued to assure maximum pleasure and enjoyment for all users of Story Park.

Municipal Parking Lots

It is planned that all municipally owned parking lots, which are categorized as open space areas, will continue to be used for the single purpose of providing off-street parking for motor vehicles. It is not contemplated at the present time or in the immediate future to convert or abandon any of these lots. If, however, the gasoline shortage or any other situation makes it impractical or uneconomical to continue to maintain an unused parking lot, the City shall take steps to convert the lot for another open space use.

Conservation Areas

Conservation and open space are synonymous. Conservation is the planned management, preparation, preservation and wise utilization of natural resources. And, open space use is the enjoyment of these resources. There are publicly owned conservation areas within Alhambra that can also be utilized for open space. Maximizing use of conservation areas to the betterment and pleasure of its citizens is the goal of the City.

Water well site No.8 is a three and one-half acres site that, except for a small pump house, is vacant unimproved land.

This site has the potential for numerous leisure time and recreation activities in a park-like atmosphere. It could be used for little league sports activities, children's play areas, picnicking and other uses with only the size of the site being a limiting factor. Monies will be required to develop and landscape the site, but the expenditure would benefit all who would visit said site.

Bushnell Park Future Water Storage Site is adequate in size to provide interim open space use. It is being utilized presently as a neighborhood park and will continue to be maintained for such use until its development as a water storage area.

San Pasqual Wash, a one and one-half mile long flood control channel, has possibilities for use as a riding, hiking and bicycle trail with areas for picnicking and resting in a natural environment. Alhambra Wash, a flood control channel extending in excess of one mile through a portion of the City, has the potential for a riding, hiking and bicycle trail and picnicking and rest stops in a natural environment. This concept of utilizing existing utility rights-of-way for recreational linkage systems in the City of Alhambra is discussed in greater detail in the Parks and Recreation Element section dealing with park design and linkage systems. Development of these channels will necessitate full cooperation between the City of Alhambra, the Los Angeles County Flood Control District and United States Corps of Engineers. This cooperative effort will result in facilities that can be enjoyed by all who prefer their recreation in a natural setting.

The Dorchester Drain, an open flood control drainage basin, is ideally located and has adequate area to provide a small artificial lake for boating, fishing and swimming. Other potential open space and recreational uses for this site are picnic areas, riding, hiking and bicycle trails and a community center. Development of this site for maximum open space would require cooperation of various governmental agencies with an emphasis on finances.

The open-area median strips in the City of Alhambra are designed specifically for traffic separation and flow and are landscaped for viewing by the vehicular and pedestrian traffic. It is not planned to utilize these strips for any uses other than for which they are designed. They have served to provide short-time resting areas for pedestrian traffic, but other uses are not practical because of vehicular traffic conflict. The landscaping of these strips will be continually maintained to assure their aesthetic appeal.

The Southern Pacific Railroad Right-of-Way, which traverses the City of Alhambra in an east-west direction paralleling Mission Road, has been engineered for the lowering of the tracks located therein. When construction is completed on this project, plans

should be initiated for limited open space use of that portion of the right-of-way not utilized by the trains. When the tracks are lowered, the right-of-way will be provided with an uninterrupted route through the City. All north-south streets will cross above the right-of-way. It is acknowledged that the right-of-way is quasi-public, but a cooperative effort by the railroad company with political subdivisions could make the unused portion of said right-of-way available for a scenic, well-landscaped riding and hiking trail which, in turn, would result in a major element of the City's recreational linkage system.

The various local arterial interchanges with the San Bernardino Freeway in the City of Alhambra are under the control of the Department of Transportation of the State of California. These interchanges are generally well-landscaped and maintained. Their potential for open space use is limited, but the Department of Transportation will be encouraged to allow these areas to be utilized for mini-play areas for children and general rest areas for pedestrian traffic. Controls will need to be effected to prevent conflict with vehicular traffic.

OPEN SPACE PLAN IMPLEMENTATION:

The City of Alhambra will adopt an Open Space Zoning Ordinance with the purpose and intent of retaining the integrity of the existing publicly owned open space lands.

There is no need to embark upon a program of acquisition of more land for open space use in the City of Alhambra at the present time, or in the near future. The City, however, will be receptive of gifts of land for open space use provided funds are available at the time for development of said land. However, it is not contemplated that any land will be purchased for this purpose.

The program of improvement, maintenance and expansion of, and on, existing publicly owned open space lands will be continued. All publicly owned open space lands will be continually monitored and surveyed to assure that the integrity of these lands is maintained for the maximum enjoyment of all citizens of Alhambra. Monies are budgeted annually for this purpose, and they will continue to be so budgeted.

The Zoning Ordinance of the City of Alhambra requires that all private residential development shall set aside a certain percentage of the land for private open space use. The percentage varies with the density permitted on the site. The

ordinance and development will be monitored continually and changes made if justified.

All private development will be consistent with the open space plan and open space ordinance. Open space areas and uses which are a part of the Open Space Element are directly related to the Land Use, Circulation, and Conservation Elements of the Alhambra General Plan. All of these elements are directly related to each other.

It shall be the policy of the City of Alhambra that no land use development, public or private, shall be initiated if it would impair the integrity of the other elements.

**Alhambra
General
Plan**

PARKS & RECREATION

V.

PARKS & RECREATION
ELEMENT

of the
ALHAMBRA GENERAL PLAN

Adopted by:
ALHAMBRA CITY COUNCIL
March 16, 1976

Prepared by:
URBAN FUTURES, INC.
Santa Ana, California

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INTRODUCTION

Studies and observations have shown that almost all open space land has some positive qualitative values. These qualities are increased in value when there is a guarantee that the land will remain open for years to come. Open space is additionally increased in value when it is "used" for some recreational purpose in meeting the needs and desires of the Community. Therefore, of all the benefits derived from open space, outdoor recreation is generally the most accepted and popular. Outdoor recreational activity has long been a refuge for those seeking relief from the urban environment associated with noise, traffic, and the hurried-pace of day-to-day living.

Recreation enriches and strengthens people and their communities physically, socially and economically. Many of life's most meaningful experiences -- identity, happiness, fulfillment, self-expression, health, adventure, challenge, recognition, accomplishment, acceptance, contentment, friends, companionship -- are identified today with various forms of recreation.

The citizens of Alhambra live in a period of constant change, socially, physically, economically, and spiritually. The impacts of these changes affect all Alhambra residents regardless of physical or economic position, age, or race. As these stresses of change accumulate, increased and new demands are placed upon society and on the City to provide facilities and programs to meet, or provide an "outlet" to constructively meet, the recreational needs of the Community. The City cannot afford, socially nor economically, to deny its residents the skills and training, and the means, programs, and facilities necessary to cope with these challenges. Such facilities and opportunities are needed throughout the Community to provide for a full spectrum of physical and cultural activities.

The ever-increasing speed and complexity of life, accompanied by the changes and demands described, command the wise use of leisure as a period of recovery and of re-creating, revitalizing, completing, and enriching the lives of the Community's residents.

Recreation areas, both natural and man-made, can be used in as many different ways as the interest and imagination of the user will allow. Recreation is for all people regardless of age, physical, or socio-economic condition. It can be enjoyed on an individual, team or group basis. While not every youth or adult may be reached or enriched by providing recreational facilities or by developing related programs, nevertheless, it is the City's challenge and social and economic responsibility to do the best it can in these areas.

In essence, the challenge is to adequately provide facilities and to develop skills and programs to help the Community's citizens to participate, belong, interrelate, create and express themselves to meet those social, physical, psychological and spiritual needs that might be met therein.

Basically, the Parks and Recreation Element is an effort to assist the City of Alhambra in the recognition of recreational deficiencies, if any, and opportunities which currently exist. This element also attempts to assist in the City's assessment and determination of what must be done to help create a more balanced and varied system of recreational facilities throughout the City, in order to assure that future and present needs are met.

STATE LAW:

The advisory guidelines for general plan elements developed by the Council on Intergovernmental Relations does not include guidelines for Recreation Elements, nor does the State mandate a Recreation Element for all general plans. The guidelines do, however, include provisions in other elements, such as Open Space and Land Use, whereby recreational considerations are integrated into the general plan. In the case of Alhambra, as in other large mature cities, it was found to be desirable to evaluate the parks and recreation facilities and programs separately and outside the context of other elements in order to assess these needs and opportunities in greater detail.

The California Government Code provides for the preparation of "optional" Recreation Elements as follows:

"A recreation element (of the General Plan) showing a comprehensive system of areas and public sites for

recreation, including the following and, when practicable, their locations and proposed development:

- (1) Natural reservations
- (2) Parks
- (3) Parkways
- (4) Beaches
- (5) Playgrounds
- (6) Other recreation areas"

RELATIONSHIP TO OTHER ELEMENTS:

Special concern has been taken to specifically design and coordinate the Parks and Recreation Element with the Land Use, Open Space, Conservation, and Community Design Elements. These are the elements of the General Plan that are most closely related to this Element in terms of dealing with the Community's recreational needs and opportunities.

INTENT AND CHARACTER OF THE PARKS AND RECREATION ELEMENT:

This document is a guide for the development and improvement of a City-wide system of parks and recreation areas and for the coordination of the recreation programs of government, private organizations, and individuals. It emphasizes the importance of public recreation and the development of the City's potential resources in improving the quality of the living environment of the City.

The intent of the Recreation Element is to:

- (1) Set forth overall goals, specific policies, and objectives,
- (2) Examine nationally-accepted recreation and park standards and present realistic criteria for Alhambra,

- (3) Analyze the special needs for facilities to serve specific groups such as senior citizens, children, and handicapped persons, in addition to the more general needs of the total population,
- (4) Identify opportunities for access linkages which tie together recreation areas through the close coordination of park sites with the adopted Open Space and Conservation Elements.
- (5) Define the recreation program responsibilities of the City in light of Community needs and resources,
- (6) Assess the present overall status of park and recreational facilities in Alhambra,
- (7) Examine the City's existing resources and standards, in light of its deficiencies and available opportunities, and make recommendations concerning expansion and improvement of facilities and programs, as necessary, and
- (8) Present a summary of existing financial resources or other types of aid that could be utilized in the implementation of the suggested or recommended programs.

DEFINITION:

For the purposes of the Recreation Element, "recreation" is defined as: "The act or process of an individual undergoing a self-benefitting, re-creating experience as a result of voluntarily engaging in an activity." Such an activity may be either active or passive and involve groups, organized or unorganized, as well as individuals. Recreation facilities also include those both indoor and outdoor and those that are both publically and privately owned and operated.

GOALS, POLICIES, & OBJECTIVES

GOALS:

The following Park and Recreation Element Goals represent the desired state or condition toward which future effort in this area should be directed. Goals are ultimate ends toward which the Community can strive, however, they will not be immediately or possibly ever completely attained.

- A. To provide a sufficient range of recreation opportunities and facilities to meet the needs of all ages and interests throughout the Community.
- B. To provide an equitable distribution of recreation facilities throughout the City to provide for easy access by all local residents.
- C. To promote the enhancement of neighborhood livability and overall Community quality through the provision of adequate recreational opportunities.
- D. To encourage and provide educational opportunities through park and recreational programs that include learning activities in the fields of music, fine arts, performing arts, nature, and other areas of interest.
- E. To encourage the balanced development of commercial recreation facilities to ensure a more diverse range of opportunities for both recreation and entertainment.

POLICIES:

Policies, often considered the most important ingredients of the General Plan, are generalized guides to conduct, which, although subject to modification, do imply a commitment. However, since a policy carries no legal force, it is not irrevocably binding. A specific decision to act is not a policy; it should, however, be based on and express a policy which acts as a definite course of action to follow.

The following are the policies of the Parks and Recreation Element which may be modified or expanded, as necessary, in support of the element goals:

1. Determine present and future park and recreation needs and design facilities and programs that will satisfy these needs.
2. Coordinate efforts of the City with those of the County, State, adjacent municipalities, private and quasi-public organizations, and commercial enterprises to maximize the efficient use of all recreation-related resources in and adjacent to the City of Alhambra.
3. Coordinate program efforts with the school districts to ensure the joint and balanced utilization of City and school district facilities with a minimum of costly and unnecessary duplication of services.
4. Integrate park and recreation planning with the provisions of the Open Space, Conservation, Urban-Scape Scenic Highways, and Community Design Elements to maximize the visual and aesthetic impact of these facilities on the Community as a whole.
5. Encourage the development of bicycle and pedestrian trails, separate from motor vehicle traffic, that will serve to link various components of the parks and recreation system of the Community.
6. Take appropriate actions to insure that at least part of the remaining right-of-way, after the lowering of the railroad through Alhambra, be utilized and developed for use as pedestrian or bicycle oriented recreation or other appropriate form of public recreation.
7. Encourage the development of park and recreation programs that will provide residents, especially children, with exposure to cultural, musical, and fine arts activities and opportunities to learn and develop skills in these areas.
8. Encourage programs of athletic activity that will promote the health and well-being of Alhambra residents, especially those most popular major sports such as baseball, football, and basketball.
9. Analyze and revise, if necessary, the City's Zoning or other ordinances that relate to recreation to provide for well-designed and appropriately-located commercial recreation facilities that will supplement the City's public programs.

OBJECTIVES:

Objectives are the tangible, measurable ends or aims that can be reached or accomplished in moving toward the overall goals and more specific policies.

The following are recommended objectives, based on the findings of the Parks and Recreation Element. It is expected that these objectives will be continuously modified or expanded upon, as needed, through the normal course of park and recreation planning and General Plan implementation.

1. Utilize the standards and other planning criteria outlined in this element as tools for guidance in future park and recreation planning.
2. Establish programs and priorities as necessary to provide the facilities and programs that are needed and to ensure their financing.
3. Continuously monitor the operational costs of existing park and recreation facilities and use forecasts of future costs as a basis for planning and budgeting.
4. Remain continually alert to new State or Federal programs that the City of Alhambra could utilize to provide for existing deficiencies in park and recreation facilities or services.
5. Whenever appropriate, encourage private landowners and public agencies to sell, lease (at a minimal rate), or donate to the City surplus lands which are suitable for park and recreation or other open space uses.
6. Encourage the aid of social groups, service clubs, civic groups, individuals and others in the development and improvement of recreation facilities.
7. Commence negotiations with the School District for joint use of the Moor Field facility for more intense and efficient park and recreational use of the Field.
8. Ensure the development of a recreational corridor or trails system along the right-of-way of the lowered railroad, as has been proposed as a part of the total lowering project.
9. Investigate the feasibility of joint recreational use of selected utility rights-of-way, including Los Angeles County Flood Control District channels, as components of a City-wide recreational linkage system, and determine the City's possible costs for development and maintenance of such facilities.

INVENTORY OF FACILITIES & PROGRAMS

This section of the Parks and Recreation Element provides a more detailed account of the existing facilities and programs available to Alhambra residents through the City and school districts.

The major school and park facilities are shown in the tables on the following two pages entitled "Inventory of School Recreation Facilities" and "Inventory of Parks and Recreation Facilities". In addition to the facilities, the school playgrounds offer supervised activities Monday through Friday from 2:45 to 4:30 P.M. During these hours, recreation leaders conduct a diversified program of activities including organized games, quiet games, arts and crafts, sports and many other activities.

The City of Alhambra Parks and Recreation Department offers a comprehensive program of social, cultural and physical activities throughout the year at the parks and schools. The following lists indicate the completeness of the programs offered:

Social & Cultural Programs

dog obedience	ballet	language lessons
cake decorating	tap dancing	history
baton	jazz dancing	creative crafts
bridge	hula dancing	stitchery
folk guitar	belly dancing	nutrition & health
bingo/other games	ballroom dancing	water color & oil
youth and adult	Latin American	literature & poetry
social dances	dancing	movies
drama	folk dancing	knitting
cooking	square dancing	needlepoint
leathercraft	drawing arts	basketweaving

Physical Programs

badminton	ping pong	swimming, Incl:
basketball	karate	water safety/survival
baseball	kung fu	aqua-exercise
softball	tumbling	diving
golf	tennis	life saving
volleyball	hockey	skin diving
slim n' trim		water polo

INVENTORY OF
SCHOOL RECREATION FACILITIES

SCHOOLS	Existing Facilities												
	Playground	Basketball	Softball	Baseball	Football	Tennis Courts	Multi-Purpose Grass Field	Cafeteria	Auditorium	Handball	Volleyball	Gymnasium	Track & Field Facilities
Baldwin Elementary	*	6	4	3			*	*	*				
Emery Park Elementary	*	4		3		2		*	*				
Fremont Elementary	*	6	2				*	*	*				
Garfield Elementary	*	5	2					*	*				
Granada Elementary		5	2					*	*				
Marguerita Elementary	*	7	3					*	*	*			
Northrup Elementary	*	4	2			2		*	*				
Park Elementary	*	5	2	*			*	*	*				
Ramona Elementary	*	4	2			2		*	*				
Alhambra High School						4	*	*	*			3	
Mark Keppel High School				3	*		*	*	*			2	*
San Gabriel High School				3	*		*	*	*			2	*
Century Continuation H.S.		*									*		
Moor Field				3	3								3

INVENTORY OF
PARKS & RECREATION FACILITIES

MAJOR FACILITIES	ALHAMBRA PARK 14.22 Acres	ALMANSOR PARK 35 Acres	GRANADA PARK 16.42 Acres	STORY PARK 6.37 Acres	MALMGREEN PARK 4 Acres	ALHAMBRA MUNI- CIPAL GOLF COURSE 82 Acres *
Softball Fields		2(L)	(L)	*		
Baseball Fields		*				
Gymnasium		*	*			
Swimming Pool	*		*	*		
Tennis Courts	5(L)	3(L)	2(L)	2(L)		
Multi-Purpose Rooms	*	*	2	5		
Playground Areas	*	*	*	*	*	
Picnic Areas	*	*	*	*	*	
Outdoor Cooking Facilities	*		*		*	
Kitchen		*	*	*		
Rest Rooms	*	*	*	*		
Food Concession Buildings	*	*	*			
ADDITIONAL FACILITIES						
Horseshoe Pits 3700-Seat Ampitheater						
Joslyn Adult Center						
18-Hole, 6,070 Yard Golf Course Putting Greens, Lighted Driving Range, 200-car parking, Pro Shop, Clubhouse, Restaurant (*Includes 15 ac. Expansion)						

(L) = Lighted for night use.

In addition to the year-round activities described on page 8, many special programs and events are also offered at various times and locations throughout the year. These include, but are not limited to, the following:

musical concerts
theater performances
fairs
field trips
camp-outs
mini-farming
& gardening

programs for the
mentally retarded
Camp Small Feet daycamps
Easter activities
seminars

A partial list of community youth and adult organizations will depict the diversity of organized recreation available to residents of Alhambra:

Western Little League
Eastern Little League
American Little League
National Little League
Girls Ponytail Softball
Alhambra Youth Baseball
Fremont Youth Center
Junior All-American
Football of Alhambra

Boy Scouts of America
Sierra Madre Girl Scout Council
YMCA of West San Gabriel Valley
American Youth Soccer Organization
Tigershark Swim Team
Los Conquistadors Majorette Corps
Tri-City Recreation Band

Additional social and recreational opportunities are available through the following organizations for special interest groups and senior citizens:

American Association of Retired Persons
Almanson Senior Citizens Club
Emery Park Senior Citizens Club
Golden Age Club
Golden Tours Association
Senior Citizens Golf Club
Handicapped Club
Council on Senior Affairs

PARK AND RECREATION STANDARDS & OPPORTUNITIES

Many recreation standards have as their basis the recommendations of the National Recreation Association (NRA) report of the 1940's which proposed minimal size standards for playgrounds, tot-lots, municipal and regional parks in terms of minimum sizes, service radii, and acres per thousand people. The old NRA standard recommended a bare minimum of four (4) acres per 1,000 people for local park lands and six (6) acres per 1,000 people for regional park lands for a total of ten (10) acres per 1,000 people City-wide.

Since the previous standards were developed, new methods have been designed to more accurately calculate user needs and preferences. In 1970, the National Recreation and Parks Association (formerly the NRA) revised its standard to 10 acres per 1,000 people for local park lands and 20 acres per 1,000 for regional park lands. These standards are generally accepted to be minimum figures and have been modified or exceeded by a number of metropolitan and regional agencies. These NRPA standards are recreational guidelines for local and regional parks in terms of land area and are most logically related to population, demographic and geographic factors.

While there is no definitive standard for measuring recreational services, the ability of a park system to accommodate increasing use and to adapt to changing recreational preferences is most directly related to the amount and location of the park lands. Thus, an adequate standard based on park size, service radius, population served, and acres per thousand population, with built-in flexibility to adapt to the varying needs of individual communities will, most likely, remain a viable guide.

As the above discussion indicates, the standards referred to are straight forward assessments concerning the amount of park land area necessary to provide a population with a full range of recreational facilities. It suggests that a certain amount of land area is required to provide space for some amount of equipment or appropriate facilities. What it does not suggest is any factor to weigh the level of quality of services at these facilities. It can be concluded, therefore, that while nationally accepted standards can serve as a guide to the quantity of recreational facilities needed by a certain population, they give little indication as to standards for the quality of service at these facilities. However, the inventories of related social, cultural and physical programs available at the parks and schools, and the number of clubs and organizations in the Community (see pages 8 and 11) give an indication of the overall quality and highly efficient usage of Alhambra's parks and recreation areas.

PARK CLASSIFICATIONS:

All residential neighborhoods, especially those of higher density and limited yard areas, require a wide range of facilities for both children and adults that are easily accessible to the living units. These facilities should include preschool play areas such as tot lots which can be closely supervised, centralized play areas for older elementary school aged children with appropriate play equipment, outdoor landscaped areas for passive activities, and larger open areas for higher intensity recreation and organized sports. These and other types of areas can be included in a comprehensive parks system consisting basically of the following categories of parks:

Playlot, Vest-Pocket Park, Mini-Park: These designations, whether in combination or by themselves, refer to small areas developed and used for open space or recreation suitable for the particular needs of the neighborhoods in which they are located. Used as playlots for small children they supplement individual backyards. In neighborhoods having a high percentage of senior citizens, these areas will provide visual relief and a quiet passive area in which to relax or meet with friends. The size of these parks can vary from 2,500 sq. ft. upward, but usually depending on the availability of vacant lots in already developed neighborhoods. Depending on the size and neighborhood needs, the park may contain a wide range of recreational and play equipment, or simply landscaping and paving. The effective service areas of these parks will vary with the types of users but will usually be within easy walking distance, about one-eighth mile or less. Such parks should be encouraged in areas of higher density residential development and also in concentrated commercial areas where such visual and physical relief is needed. As the transition from low to higher density continues in Alhambra, the City should encourage new high density developments to include in their plans playlots or mini-parks to serve their new residents.

Neighborhood Park: These parks are generally located centrally in defined neighborhoods or adjacent to the neighborhood elementary school for the most efficient interaction between the two facilities. The service area and population are usually the same as that served by the elementary school, approximately 2,000 to 5,000 residents. The neighborhood park, or park/school combination, should provide a wide range of indoor and outdoor recreational opportunities for children, adults and families both during and beyond school hours. Three major recreational needs may be met through neighborhood parks; (1) open areas for active sports, court games, etc., (2) landscaped areas for passive recreation and relaxation, and (3) a neighborhood center for group meetings, classes, and other activities that require indoor facilities.

A typical neighborhood park may include, but not be limited to, any of the following:

- Play lot for preschool children
- Play area and equipment for elementary children
- Paved multi-purpose courts (basketball, volleyball, etc.)
- Open, turfed free play areas
- Landscaped and shaded passive areas
- Team sports fields (baseball, softball, etc.)
- Picnic areas
- Swimming and/or wading pool
- Neighborhood center buildings (senior citizens groups, meeting rooms, rest rooms, recreation equipment storage facilities, etc.)
- Off-street parking as necessary

Currently, there are two parks in Alhambra that could be categorized as "neighborhood parks". These are Story Park (6.37 acres) located in the northeast portion of the City, and Malmgreen Park (4 acres) which is located within the Almansor Park Complex.

Community Park: Community parks supplement the neighborhood parks by providing for activities that require more space or that are specialized functions that must serve a larger portion of the Community's residents to be justified. The service area and population served by a community park is similar to that served by a junior high or high school -- approximately 10,000 to 25,000 residents. As in the case of neighborhood parks, the community parks should also be located adjacent to a school in order to promote joint and more efficient use of both facilities. Community parks should provide recreational opportunities for all segments of the population, but with more emphasis on teenagers and adults than the neighborhood parks. Most major facilities are generally lighted for night use and a typical community park might include some or all of the following facilities:

- Play facilities for preschool and elementary children
- Paved multi-purpose courts
- Concrete area for dancing or skating
- Large, open turfed free play areas & sports fields
- Swimming and/or wading pool or other water feature
- Individual, family and group picnic areas
- Tennis, horseshoes, roque, shuffleboard and other court type games and bowling greens
- Archery range
- Passive, shaded, landscaped areas
- Outdoor amphitheater/Special events areas
- Community center complex (meeting and class rooms, offices, storage, rest rooms, multi-purpose rooms, senior citizens facilities, etc.)
- Off-street parking, as necessary

Currently, there are three parks in Alhambra that could be categorized as "community parks". These are Alhambra Park (14.22 acres), Granada Park (16.42 acres), and Almansor Park (35 acres) which is located in the Almansor Complex.

Community Recreation Area: This is the General Plan designation given to the Almansor Park Complex which includes a wide range of recreational facilities, many of which require relatively large area. As previously mentioned, Almansor Park (a community park) and Malmgreen Park (a neighborhood park) are included in this complex. In addition to these two facilities is the Alhambra Municipal Golf Course. Current plans call for the expansion of this facility from its present size to a full 18-hole course. This expansion will take place in conjunction with the railroad lowering, utilizing fill material from the railroad channel to expand the golf course onto land that was formerly occupied by a mini-bike park between the existing golf course and the railroad right-of-way to the north. Additional expansion of the Almansor Complex is not proposed at this time.

REGIONAL RECREATION AND OPEN SPACE:

The City of Alhambra is fortunate in being centrally located in a region of nearly unlimited recreational opportunities. Within an hour or two, residents may enjoy year-round activities in the San Gabriel Mountains, the deserts, numerous beaches, or the many recreational and cultural centers throughout the Los Angeles Metropolitan Region. The following is a summary listing of some of the regional parks and other cultural and recreational facilities of regional significance within easy reach of Alhambra residents:

Angeles National Forest: The Angeles National Forest, located in the San Gabriel Mountains north of Alhambra, consists of more than 649,000 acres and numerous facilities that can be utilized by camping and hiking enthusiasts, others with outdoor interests, or anyone seeking the enjoyment of clean air, the natural environment, and the general relief from the urbanized environment.

Huntington Library: A privately-operated 200-acre facility with a cultural orientation and located in the adjacent community of San Marino, this facility contains the library, an art gallery, and botanical gardens.

Arroyo Seco Park: This 322-acre municipal sports park, located in Pasadena (Ave.43 at the Pasadena Freeway), offers a wide range of activities and areas for outdoor recreation.

Los Angeles State & County Arboretum: A major open space facility of 127 acres offering many unique opportunities for public participation in or observation of recreational, educational, cultural and historical activities. The Arboretum contains a collection of living plants from every continent and the grounds of the facility contain exhibits and buildings representative of California's early heritage, including the Hugo Reid Adobe (1839), E.J. Baldwin Coach Barn (1879), and Queen Anne Cottage (1881). The Arboretum is located in the nearby City of Arcadia.

Griffith Park: Operated by the City of Los Angeles, this expansive park facility of more than 4,000 acres contains 120 miles of hiking and riding trails, golf course, an amusement area with zoo and rides, picnic areas, and the famous Griffith Park Observatory.

Exposition Park: Located adjacent to the University of Southern California campus, this park contains extensive State and County museums, botanical rose gardens, and sports facilities for major college and professional competition, including the Los Angeles Coliseum and Sports Arena.

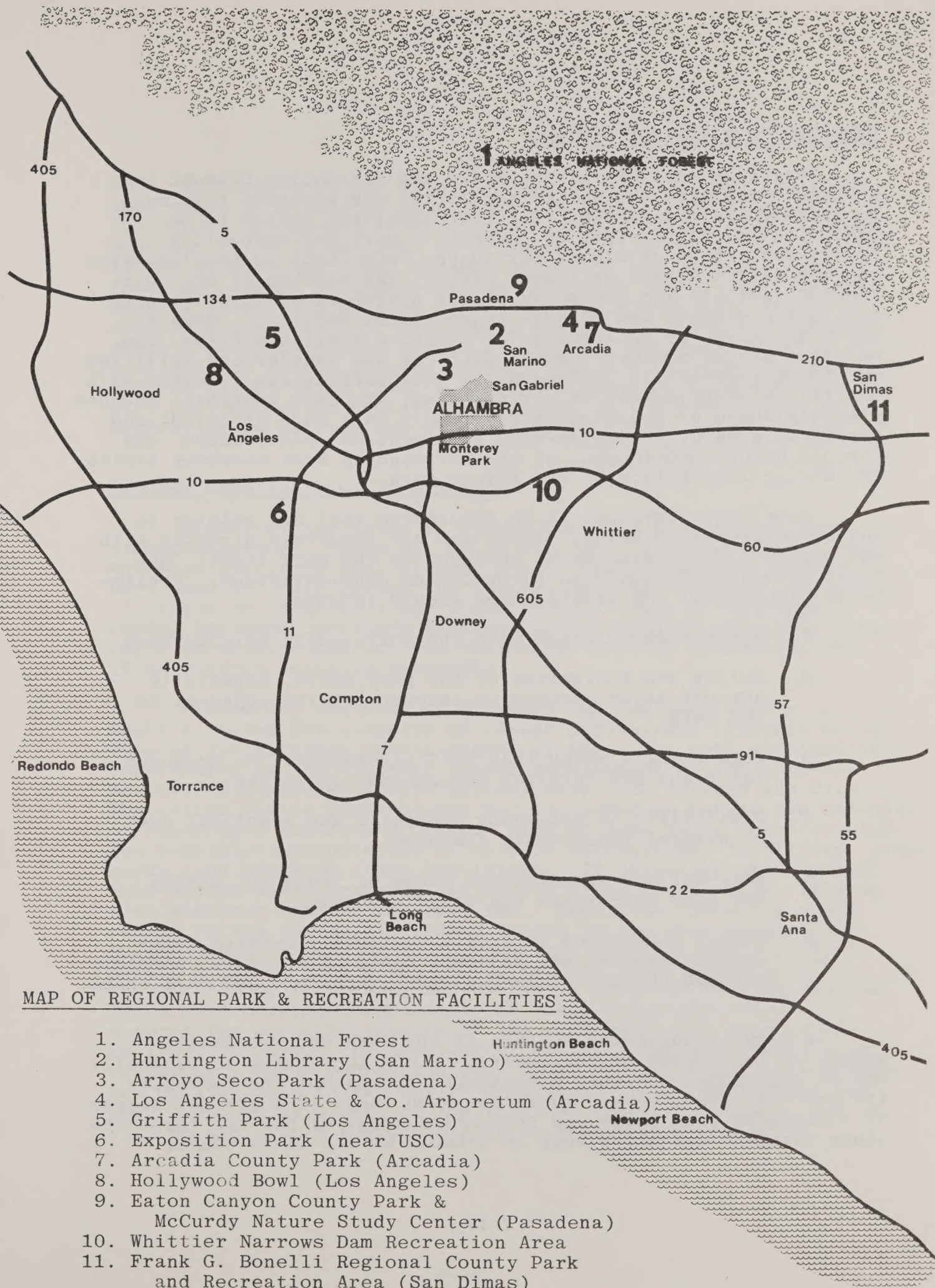
Arcadia County Park: This 37-acre facility on Santa Anita Avenue in Arcadia contains both indoor and outdoor facilities for active sports, club and social meetings, senior citizens' activities, and both day- and overnight camping facilities for youth groups. An experimental rose garden in this park has become a showplace of regional significance.

Hollywood Bowl: This world-renowned 77-acre cultural facility provides top quality musical entertainment during its season. It is considered a civil engineering landmark and contains the bowl theater and shell, lighted outdoor stage and amphitheater with a seating capacity of 17,256.

Eaton Canyon County Park & McCurdy Nature Study Center: This 183 acre park is located in the nearby City of Pasadena. It contains a nature museum, nature trails, equestrian facilities, overnight youth camping, and a patio display area of live animals.

Whittier Narrows Dam Recreation Area: This 1092-acre regional center southeast of Alhambra provides a wide range of park and recreational facilities for all ages and group interests.

Frank G. Bonelli Regional County Park and Recreation Area: Located east of Alhambra in the City of San Dimas, this 1,975-acre facility contains large areas for many types of water-oriented recreation, camping, picnicing, and other activities with adequate facilities for boats, campers, and parking.



PARK DESIGN & LINKAGE SYSTEMS:

Previous sections of the Parks and Recreation Element have discussed the many and varied facilities and programs that may be included in the system. The next important factor to be discussed briefly is that of "shape". Park and recreation facilities can be of almost any shape, from large or small squares to very narrow strips or linear parks. The purpose of the particular facility and the needs of the neighborhood it will serve will often dictate the general shape of the facility. However, there are also the constraints of existing available sites, the existing street and development patterns and underground utilities. For these reasons, it is imperative that park design commence with the initial development of any new area, whenever possible. Advance planning ahead of development can result in a more efficient and practical park by predetermining its location, size, shape, and purpose before development of the surrounding area severely limits the design flexibility of the future park.

Some basic criteria to be considered that are related to shape are presented below. These are not concerned directly with the types of facilities to be included in the park itself, but these should be included in later design considerations. Preliminary planning of the park's shape should involve:

1. Maximum integration with the surrounding neighborhood.
2. Safety and protection of the park users, especially against major streets or through traffic adjacent to the park.
3. Good overall shape that will accommodate the proposed functions and internal design and facilities.
4. Flexibility in achieving aesthetic and practical use of natural topographic features.
5. Well-defined transitional areas or "lead in" strips for easy pedestrian and bicycle access.
6. Visual connectors to create continuity between parks, traffic systems and adjacent public facilities, possibly through the use of landscaping, furniture and park shape.

A very advantageous feature of any park and recreation system is its degree of continuity. Since the system is basically one of individual components scattered throughout the Community, its overall effectiveness increases when there is a greater degree of linkage between parks and recreation areas or between these and other related facilities such as schools or the Civic Center.

An example of the effectiveness of linkage might be the open space of a cluster subdivision which, in itself, may be functional but when tied in with other open spaces such as parks, schools, etc., is far more so. In such a case, the importance is not so much the total acreage involved, but, rather, the increased number of opportunities available to the user and the ease of transition between these opportunities. Also, since a very high proportion of park users are children whose primary means of transportation may be walking or bicycling to their destination, linear linkage systems, especially those containing bicycle paths, offer great benefits in terms of accessibility to park and recreation facilities and also in terms of safety by separating pedestrian and bicycle traffic from street traffic.

Linkage Opportunities in Alhambra:

Opportunities exist in every community for recreational linkage systems. These may be in the form of either natural or man-made corridors that already exist. Many excellent systems have used as their spines the natural drainage network consisting of stream or river beds and flood plains. Some of the more common man-made corridors include unused right-of-way lands along major streets, highways, and railroads; utility easements; and flood control facility easements.

Presently, the City of Alhambra has the opportunity to begin planning for a system of linear park/access linkages using some of the existing public rights-of-way. The most outstanding opportunity is the eventual linear development of the soon-to-be-lowered Southern Pacific Railway main line through the City. The entire 3-mile right-of-way may be viewed as having the potential of becoming a landscaped, linear park or open space resource with the possible incorporation of various recreational facilities, mini-parks, and bikeways along its length. If developed as proposed, this system would traverse the entire width of the City, linking with Almansor Park on the east end. Additional benefits would accrue in the form of increased access to the park system from neighborhoods along the route, possibilities for small parks or picnic areas on closed cul-de-sac streets abutting the project, and in the form of the visual and aesthetic benefits derived from the landscaped corridor, especially in these areas that have long endured the negative impacts of the railroad. The City should ambitiously pursue the development of the lowered railroad right-of-way as a major recreation/open space facility that will benefit and be available to the entire Community. Such development has been proposed as a part of the railroad lowering project, but it will be the City's responsibility to ensure its completion.

Another major right-of-way with excellent potential as a part of the City's linkage system is the San Pasqual Wash in the easterly portion of the City. This flood control facility traverses the City in a northwest to southeast direction from the City of San Marino to its junction with the Alhambra Wash in the Almansor Park complex, a distance of approximately one and one-half miles. The recreational development of this facility might include pedestrian, equestrian, and bicycle trails, picnic areas, and other uses that might be appropriate for a narrow linear park. This linkage component would provide access to the Almansor Complex from the neighborhoods to the north and might also link the central business district into the system. Ease of access to the downtown areas for pedestrians and cyclists could provide a positive inducement to shopping or other activities in the CBD while reducing the need for many residents to rely on automobiles.

Development of the San Pasqual Wash and the lowered railroad right-of-way as linear parks or linkage components to the primary parks and recreation system of Alhambra would be advantageous in many ways and greatly improve the efficiency of the system as a whole. Best of all, these corridors currently exist and, as has been proven in many other cities, have very good potential for joint public recreational use.

In summary, the improving of these rights-of-way for use as linear parks or linkages might provide the following advantages:

1. Improve accessibility to existing park and recreation facilities, programs, and services for a large number of Alhambra residents.
2. Increased access, along with the transitional linkage between facilities, would increase the number of users.
3. By reducing conflicts between pedestrians and bicycles and major street traffic, a safer recreational environment would be provided, especially for children.
4. A reduced reliance on motor vehicles for transportation to and from recreation areas would have a positive effect on air quality, energy conservation, and public health.
5. The joint utilization of existing publicly-owned rights-of-way would not require land acquisition and, therefore, would reduce the overall costs of development.
6. These linear facilities could serve as the "backbone" for future development of a Community-wide bikeways system at some future date.
7. Such development would provide for more efficient use of public lands while improving the City aesthetically.

COMMUNITY RECREATIONAL NEEDS

An essential element toward achieving the highest possible quality in the parks and recreation system is that of recognizing the special and primary needs of the citizens that will be using those facilities and designing them accordingly. Those residents of primary concern will be those who, for various reasons, cannot travel outside the Community on a regular basis for recreation and those who, because of a lack of space and facilities at their place of residence, must rely on the public system. There are also the special needs of organized groups and team sports that require large or unique facilities and equipment. This section of the Parks and Recreation Element will describe the basic needs of the major user groups in the Community and assess the current status of public recreational facilities as compared to NRPA standards.

RECREATIONAL NEEDS OF USER GROUPS:

Children:

Traditionally, children's playgrounds have consisted of fixed play equipment such as swings, slides, etc. These, of course, are still very popular with most children. However, newer methods of playground design are emphasizing the child's needs to express himself, exercise his imagination, and have an effect on his own environment. The modern role of the supervisor will be to encourage involvement, construction, destruction, and experimentation on the part of the child, rather than restriction and discipline. The park or recreation center for young children will become more integrated with the school system and be oriented more toward education through recreation. Young children, by nature, like to build, create and manipulate. To do these things, they must be supplied with loose materials, a variety of shapes, colors and materials, and instructional supervision. Many types of new and challenging play equipment are now on the market including colored panels, large blocks, ladders, and other building materials that will stimulate imaginations.

In the 6-11 age group the activities are generally more vigorous and competitive. At this age the child is expanding to his physical limits and likes to run hard, play ball, climb trees, swing and skate. Larger areas are needed for these types of activities and are often provided for at the local elementary school playground and multi-purpose grass fields.

The 12-18 age group often requires more specialized athletic facilities such as baseball diamonds, tennis courts,

basketball courts, and other large areas and special equipment. At this age, team sports and competition are popular activities with interaction of teams outside the immediate neighborhood and often outside the community. Recreation areas for these sports may be somewhat removed from the neighborhood but with adequate access, keeping in mind the fact that many in this age group walk or travel by bicycle.

Teenagers:

Meeting the needs of teenagers has become a perplexing problem and one that often goes unsolved. Being in a sort of "transitional" stage of life between their childhood dependence on their parents and the more complete independence of adulthood, these residents require more than fixed play equipment and open space. Their philosophies and preferences often conflict with those of their parents and other adults, resulting in a desire to be with others like themselves. "Hanging around" is often a method of social interaction whereby they can be noticed, explore various relationships, and keep up-to-date on the activities of their peers. Without adequate facilities, these activities often take place in undesirable locations such as on the streets, parking lots, drive-in food establishments, and other commercial areas.

Teenagers need a more complete social, athletic, recreational, educational "place" at which they can meet and socialize with minimal or no adult supervision. Such a place might have a theater, snack bar, dance floor, stage, activity rooms, studios, car repair facilities, music facilities, and other areas and equipment as needed. Most importantly, this place must be operated by the teenagers themselves, and also designed with their input and participation. Responsibility for operation and maintenance should accompany this program.

The center's facilities are less important overall than the flexibility and freedom built into it. The building is less important than the attitude prevailing in it. In fact the teenagers may very well prefer an old warehouse to a lavish new structure. Such a facility should be located at or near a major recreational facility to encourage active recreation as a part of the environment.

Adults:

The adult usually requires an interplay of facilities for himself, his friends, his spouse, and his family. He needs a combination of recreational and social environment, places for active team sports, facilities for both short periods of time and longer excursions on weekends, and facilities that are suitable more for

weekend and evening use. Adult recreational needs are often met through commercial facilities such as bowling lanes, pool and billiard rooms, or private health clubs. However, public parks, golf courses, and other facilities are also of value.

Working adults seldom have the opportunity to participate in active recreation during the working days. However, recently, the National Industrial Recreation Association and other groups and employers have found that an integrated recreation program helps to alleviate many of the problems associated with the industrial working environment including monotony in work, barriers to social interaction, high absenteeism, and others. Such programs are usually developed through the company itself with the equipment, if any, provided by the company. The location for the activities may be a local park or YMCA or other facility. The City of Alhambra should encourage the use of park facilities for such recreational programs and, if the need exists, provide for the appropriate outdoor facilities near or within concentrations of industrial and commercial businesses.

Family:

The family probably requires the most diverse combination of recreation facilities of any user group. During the daytime, the non-working adult may use the facilities for adult activities or for short periods of play by the toddlers and younger children of the family. The family, depending on its composition, could consist of all age groups and, therefore, use any of the facilities discussed in this section. However, acting as a group, the family usually requires turfed open and shaded areas for picnics, family games, etc., in combination with or near a mixture of other widely varied facilities. The most popular family recreation areas are the larger community parks, zoos, museums, spectator sports areas and other places where the family can participate as a group. Programs that include drama, music, dance, or sports are also popular and should be presented on weekends whenever possible, since that is the only time many families are able to participate.

Handicapped:

The handicapped person is entitled to the usual privileges of any other citizen of the Community, including City parks, schools, libraries, and public recreation programs. However, in some cases modifications, both minor and major, will have to be made to some programs especially for handicapped persons and for the retarded. Many of the traditional recreation facilities and programs can be utilized and enjoyed by handicapped persons.

However, there are some existing guidelines for special facilities that can be used in constructing or modifying a park for use by these persons. The Parks and Recreation Element will not go into the specific equipment and designs but one reference the City could use is the Joseph P. Kennedy, Jr. Foundation which can provide specific recommendations for types of equipment and programs.

In the normal course of park and recreation facilities planning, the City of Alhambra can help assure access to the system through the provision of ramps in place of, or in addition to, steps and curbs, for ease of maneuvering wheel chairs and other wheeled vehicles. These can also be better accommodated through the use of drinking fountains, phone booths, rest rooms, and other facilities that are designed with the handicapped in mind.

Elderly:

When the average person retires today, usually in his early to mid sixties, he is faced with the prospect of many more years ahead with thousands of hours of leisure time. Retirement for many represents the loss of financial independence and is often accompanied by health problems and a reduction of social and physical activities. While many find this a time to relax, travel, cultivate new friendships, become more involved in hobbies or social activities, or participate in community service, others will find it a time of boredom accompanied by a feeling of uselessness.

Considerable effort is expended to provide facilities and recreational programs for the younger generations, which are usually the more active residents of the Community. Those 18 or younger represent 26% of Alhambra's population while senior citizens total about 20%. Perhaps a proportionate range of physical facilities and equipment is not necessary for senior citizens, but an equal consideration for their particular needs and interests is desirable.

After many productive years involving work, social, and family activities, senior citizens should be able to turn, at least in part, to the City's parks and recreation system to meet many of their continuing needs, including the need to remain a functional part of society. To many, this involves work, since complete leisure without some sort of work often leads to boredom. There are many full and part time positions that can be provided through the parks system including maintenance, supervision of programs, officiating of sports, operation of concessions, and other positions for either employment or voluntary participation. Also, since senior citizens have a lifetime of experience behind them, it would be to the Community's advantage to tap this resource. Many positions exist, or could be created for voluntary participation, in the fields of education or recreational skills related to the parks and recreation programs that the City offers. Participation in these types of training and

teaching programs would help to relieve the need for volunteers in these areas and provide senior citizens with positive activities that benefit the entire Community.

Actual recreational facilities for senior citizens do not need to be extensive since, depending on their health and abilities, they are encouraged and welcome to use any other sports and recreation facilities the City provides. However, there are some organized clubs and activities that consist almost exclusively of senior citizens and require certain facilities. These are often built and maintained by the organizations and include such facilities as bowling greens, shuffleboard and roque courts, clubhouses for chess, cards, and other games and meetings, and other facilities. The City can ensure that space within the park system is provided for these facilities and that supplemental facilities are provided such as green areas and walkways for strolling and shaded areas with seating for relaxing, reading, and congregating with friends. Seating should also be provided for many of the major sports facilities, both indoor and outdoor, to encourage spectator participation.

Parks and recreation areas should also be accessible to senior citizens. Many of them are hampered by a lack of personal transportation, making it difficult to travel great distances to these facilities. The City, in its day-to-day planning, should take this into consideration and attempt to locate appropriate facilities in areas of elderly concentration, or at least to provide access to the major parks by recommending route modifications to the public transportation system.

EXISTING RESOURCES VS. NEED:

This section details existing park and recreation facility "deficiencies" with regard to recognized standards (National Recreation and Parks Association) and makes some recommendations concerning the opportunities available to expand and improve these facilities. The wide variety of park and recreation standards that exist today can only provide a very generalized guide toward determining special needs that are unique to Alhambra residents. However, the NRPA standards used in this element do provide a general basis for judging trends toward deficiencies. The standards discussed in this element, along with the table comparing standards with existing facilities, are presented for consideration when determining the needs for future facilities. The standards should be viewed only as guides and modified, as necessary, to reflect the particular needs of the residents of Alhambra.

Specific deficiencies of parks and recreation programs and facilities are extremely difficult to assess for a number of reasons, including the following:

- (1) Seasonal weather has an effect on park usage. The extreme heat of late summer may reduce the users as much as the cool and rainy winter or early spring.
- (2) The actual number of users of a certain facility, such as a tennis court, is unknown unless specific surveys are taken to determine actual use of recreational facilities.
- (3) A potential park user who lives near the border of an adjoining community may use the recreation facilities of that community, not because they are better equipped, but because they are more convenient.
- (4) Facilities that are lighted for nighttime use offer an extended time range for users, versus an unlighted facility, and may also attract a different group of users, such as more of the residents who work or attend school during the daytime.
- (5) Joint public use of facilities at school sites are often restricted to non-school hours, thereby reducing the availability of those facilities for actual "public" use during much of the day.
- (6) Existing standards are usually based on peak-use levels, accommodating a large number of users with some degree of regularity.
- (7) Although a facility may exist, its overall quality and condition, as well as its location, may greatly affect its use.

With these thoughts in mind, an analysis of Alhambra's park and recreation facilities to determine "deficiencies" takes on a subjective tone. To be more objective would require an extensive survey beyond the scope of this element. A program to monitor the effectiveness of Alhambra's park and recreation facilities and services should be an integral part of the City's planning process, initiated and administered by the Parks and Recreation Department.

A survey of Alhambra's existing park and recreation facilities shows that the City is currently operating six public parks which total 175 acres, or 2.8 acres per 1,000 residents. In addition, the City and school district have an agreement for the joint use of another 176 acres of school grounds for park and recreation purposes. The total land available for these uses is 351 acres for an average of 5.65 acres per 1,000 residents. According to the

overall standards discussed earlier (see page 12), the City has a deficiency of 4.35 acres per 1,000 residents at the present time, or 269 acres. However, it must be emphasized again that the amount of land and facilities available do not necessarily reflect the level of services provided, as will be explained in more detail following the table.

The information presented in the following table compares the existing facilities in Alhambra with those recommended by the National Recreation and Parks Association. This data will help to provide a basis for determining future courses of action.

OUTDOOR RECREATION
FACILITY STANDARDS

<u>RECREATION FACILITY</u>	<u>NRPA STANDARD</u>	<u>CURRENTLY AVAILABLE</u>	<u>DIFFERENCE</u>
Baseball Diamonds	1/6,000	17	+6
Youth Football & Soccer Fields	1/3,000	5	-16*
Softball Diamonds	1/3,000	23	+1
Adult, Night-Lighted Softball Diamonds	1/10,000	3	-3
Tennis Courts	1/1,000	22	-42
Community Centers	1/20,000	1	-2*
Basketball Courts	1/500	47	-82*
Swimming Pools - 25m	1/10,000	1	-5
" " 50m	1/20,000	2	-1
Golf Courses	1/25,000	1	-1
Mini-Bike/Motorcycle Areas	1/20,000	1	-2
Track Field	1/15,000	5	+1
Handball Courts	1/5,000	1	-12
Auditorium (for large indoor events)	1/50,000	Adequate Facilities at Elem. & High School Sites	
Outdoor Theater (Amphitheater)	1/25,000	1	-1

* See NOTE on following page.

NOTE: The standards in the preceding table are for outdoor recreation facilities and do not include dual- or multi-purpose facilities.

The inclusion of indoor recreational facilities available for public use and also the dual- and multi-purpose fields would lessen the impact of some of these deficiencies. For example, although one community center is listed in the table, this deficiency is not significant since many school rooms and auditoriums available for public use meet many of the types of needs community centers meet and, therefore, more than compensate for the listed deficiency. Also, although there is a listed deficiency of 82 basketball courts (outdoors), there are many courts available in school gymnasiums. The degree of availability is the important factor to consider here, since these are not available for public use or for all residents much of the time.

Another discrepancy in the table is that the figures are for actual facilities and multi-purpose facilities were not categorized as such. Therefore, although there appears to be a deficiency of 16 youth football and soccer fields, the table does not indicate the presence of multi-purpose grass fields that exist in the parks and at least six schools. These fields are often utilized for organized or spontaneous sports including football, baseball, soccer, etc., that often involve seasonal interest.

It remains the appropriate responsibility of those most familiar with the situation, generally the Parks and Recreation Department of Alhambra, to determine the actual demand for a particular use or service and give an indication of desirability and feasibility of providing additional facilities to meet those demands. An alternative consideration may often be whether or not an existing facility can be modified to meet the demand by increasing its utility, accessibility, or flexibility. A first step toward alleviating any possible deficiencies in park and recreation facilities and programs would be to adopt the goals, policies, and objectives of this Element and continue to provide high quality recreation for the entire Community as the City has done in the past.

CONCLUSIONS:

After considering the likely future land use pattern, economy, population and housing characteristics of the City, it is clear that, at this time, it is simply not feasible for Alhambra to attempt to achieve a standard of ten acres of local park land per 1,000 residents through the traditional methods of purchasing

more land to provide more facilities. However, as the City's population increases, additional facilities and programs will be necessary to supply increasing demands. Another factor to consider is the increasing costs of energy, along with its decreasing supply. As mobility is affected by the energy shortage, now and in the future, Alhambra's residents will reduce their trips to distant recreation areas and attempt to satisfy their needs through local facilities. Therefore, increasing emphasis will be put on providing for these needs "close to home". One method of meeting these needs will be to expand and improve recreational use of existing publicly owned open space lands as described earlier. Also, the Funding section of this Element outlines additional opportunities the City may find appropriate in implementing future park and recreation programs.

Further analysis reveals that, while the City may be considered deficient in terms of park and recreation land area, the programs and services offered through these facilities can be considered more than adequate to meet the present and short-term future needs of the residents. The recreation programs offered by the City contain a wide and comprehensive range of social, cultural, and physical programs throughout the year at levels well above those achieved by many communities of similar size. The City of Alhambra can be proud of its past accomplishments and its existing facilities and programs and should work diligently to increase the efficiency and accessibility of parks and recreation facilities for the residents of the Community.

SOURCES OF FUNDING

This section of the Parks and Recreation Element provides a summary listing of some of the major sources of financing, including grants and loans, which the City of Alhambra may find useful for recreation and park purposes.

GENERAL OBLIGATION BONDS:

The City may issue general obligation bonds in order to acquire the funds necessary to acquire and develop park and recreation facilities. These bonds are issued only after a two-thirds vote of the residents, which is often difficult to achieve. However, this type of funding is advantageous because of the relatively small interest rate and it allows the facilities to be used while they are being paid for, which could be up to forty years.

REVENUE BONDS:

These bonds may be used to finance self-supporting facilities such as golf courses, etc., where revenues can be collected and used to pay off the bonds.

SPECIAL ASSESSMENT BONDS:

Assessments may be made to pay for bonds at the County, City, or neighborhood level. These types of bonds are usually applicable when special improvements are needed in one particular area within a community.

TAXES AND FEES:

The City may use all or a portion of any of the following for development, land acquisition, or maintenance of open space and recreation areas:

Gas Tax Funds -- May be used to develop bicycle trails or paths that may also be used by pedestrians.

Liquor License Fees

Motel Bed Taxes

Miscellaneous fines, forfeitures, and business license taxes

User Taxes -- These may be applied to such items as sporting goods, recreational vehicles, and even horses, and the resultant revenues used for open space acquisition, trail development, or provision of recreational facilities.

FEDERAL REVENUE SHARING:

Designed to be project-oriented, the options for use of these funds are left open to the local jurisdictions. Legitimate uses include open space acquisition, park development, and environmental enhancement.

LEGACY OF PARKS:

Administered by the Department of Housing and Urban Development, this program was designed to assist local governments in improving the environment and in meeting recreation and open space needs in urban areas. The program emphasizes small neighborhood parks and places high priority on the development of land already in public ownership. The grants provide at least 50% of the cost of acquisition and development and may provide up to 75% for sites which are designed to guide and shape sound urban development.

LAND AND WATER CONSERVATION FUND GRANTS:

Administered by the Bureau of Outdoor Recreation of the Department of the Interior and the State Park and Recreation Department, these grants provide up to 50% of funds needed by State and local governments for acquisition and development of recreation areas and facilities.

OPEN SPACE LAND PROGRAM:

This program pays up to 50% of the cost of land to be acquired for park and recreation purposes. The program is designed to prevent the spread of blight and urban sprawl and to preserve open space land for premanent public use. In some cases, the grant can cover a portion of development.

701 PROGRAM:

This money must be sought through the State, which establishes priorities. The program pays for up to two-thirds of eligible planning activities, which include preparation of comprehensive development plans, development of capital improvement programs, coordination of planning activities, etc.

NEIGHBORHOOD FACILITIES PROGRAM:

This program provides grants to local agencies for multi-purpose neighborhood centers offering community recreation, health, or social services. It can provide two-thirds of development costs or up to 75% in a redevelopment area. The facility must be determined to be (1) necessary to carry out a recreational or other community service program, (2) consistent with comprehensive planning for development of the area, and (3) located to be available to a significant proportion of the area's low- or moderate-income residents.

OUTDOOR RECREATION GRANTS:

These grants provide up to 50% of the costs of planning, acquiring land, and developing outdoor recreation areas and facilities. Objectives include (1) location of project in areas of concentrated population, (2) projects must be available to the general public, and (3) the projects should fulfill basic needs and furnish broad ranges of outdoor recreational facilities. Proposals must be filed through the State.

RECREATION AND PUBLIC PURPOSES ACT:

Administered by the Bureau of Land Management, these funds are provided to local agencies for the lease or acquisition of available lands for recreation or other public purposes.

JOINT POWERS AGENCY:

Cities are authorized to enter into joint powers agreements with any other public agency in order to jointly develop a recreation facility. The other agency may be a City, County, district, the State, or any subdivision thereof, or any Federal agency. The recreation facility may be constructed within or outside of the territorial limits of the City. However, the purposes of the joint powers agencies must be related to recreation and must be included within the powers already held by the public agencies who are involved in the agreement. A joint powers agency has the power to issue revenue bonds which must be secured by a revenue source, possibly a lease payment guaranteed by the City and derived from the City's operating funds.

GOVERNMENTAL BIKEWAY FUNDING SOURCES:

<u>AGENCY</u>	<u>PROGRAM</u>	<u>REQUIREMENTS</u>	<u>MATCHING SHARE</u>
LOCAL	General Revenue	No Restrictions	NONE
	Revenue Sharing	No Restrictions	NONE
	Gas Tax (Local Share)	Facilities which increase highway safety	NONE
	Special Districts	Funds to Develop bikeways as part of another project	NONE
STATE	325 Transportation Funds	2% designated for bikes & pedestrians	NONE
	Gas Taxes (State Share)	\$360,000 for bike projects in conjunction with State highways on a proj. priority basis.	NONE
	Dept. of Parks & Rec.	Recreational Trails	50/50
	SB 36 -- Calif. Highway Commission & Dept. of Public Works	Funds Available for construction of bicycle facilities	50/50
FEDERAL	Dept. of Transportation Fed. Highways Admin.	Bikeways built in conjunction with Fed. Aid Highway Projects	90/10* 50/50**
	Land & Water Conservation Funds	Priorities to those projects serving the urban populations	50/50
	H.U.D.	Urban Renewal Project	70/30
	H.U.D.	Open Space Development	50/50
	Dept. of Transportation, Urban Bikeways Transportation Act	For urban areas of more than 50,000.	80/20

* Interstate Projects

** Non-Interstate Projects

PRIVATE FUND SOURCES:

Research into possible grants and loans from private sources indicate that several such sources exist and would deserve further investigation. These include:

Nature Conservancy: This is a private organization, dedicated to the preservation of open space, natural terrain, and physical resources. In some cases, this organization will acquire land for a public agency and hold it until the agency can acquire it from them. However, a specific date of purchase by the public agency must be established at the time of the original purchase.

Ford Foundation: The Ford Foundation, on occasion, has made funds available for projects involving natural resources. However, so many proposals are brought before this organization that it is very important that the project will make a strong impact on the environment.

Hearst Corporation, California Community Foundation: Both of these have evidenced some interest in the past in resource projects involving conservation, preservation, or development of land for public recreation or enjoyment.

HOUSING AND COMMUNITY DEVELOPMENT ACT:

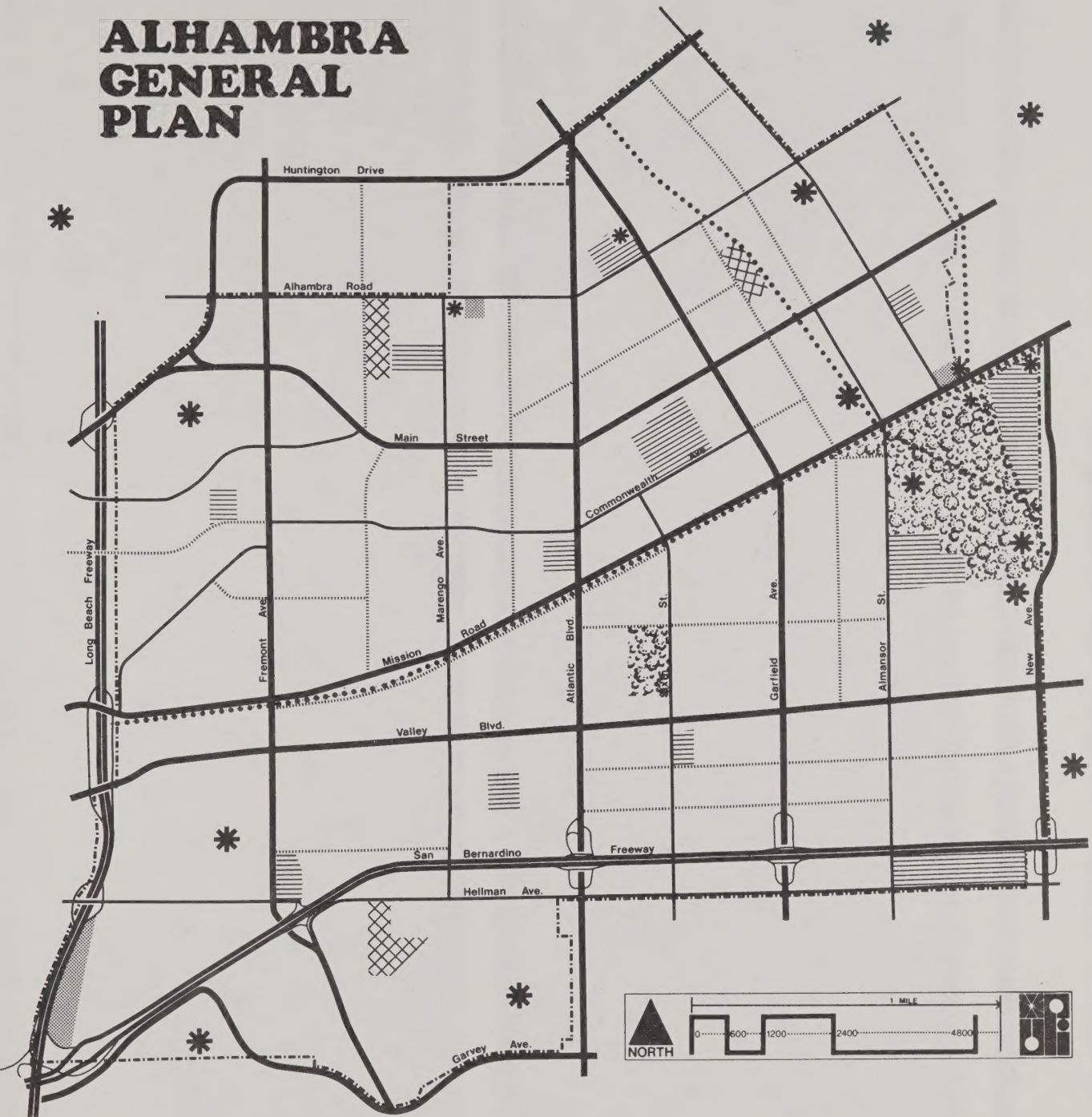
The City of Alhambra's active participation in the 1974 Federal Housing and Community Development Act program offer the municipality and its constituents a prime opportunity to use a portion of the available funds for development and improvement of park and recreation facilities. In general, these funds may be used for numerous community development programs including those that are concerned with urban beautification, open space conservation, preservation of natural resources and scenic areas, provision of recreation, and guidance of urban development. Some of the more specific activities include acquisition, construction, and installation of public works facilities, special projects to remove architectural and other barriers that restrict mobility and accessibility of elderly, handicapped and other residents, and the provision of public services that are not currently available in areas of concentrated activity (provided certain restrictions are met).

As Alhambra continues its participation in this HUD-operated program, thoughtful consideration should be given to utilizing appropriate and permissible funding as a means of achieving both the recommendations of this Element and the objectives of the Act.

Public agencies or communities often benefit from the utilization of a wide variety of implementation techniques and funding sources. Any successful open space, conservation, scenic, or parks and recreation program depends upon the appropriate and timely use of such techniques and sources, along with ingenuity on the part of those administering the programs and the ability to grasp the opportunities as they arise.

The funding sources described in this section of the Parks and Recreation Element deal with a myriad of possibilities. Their presentation has primarily been to serve as a prospectus for decision-makers in determining the most suitable avenues of approach in dealing with the course of action delineated in this Element, or future courses of action as developed to meet the changing needs for parks and recreation facilities in Alhambra.

ALHAMBRA GENERAL PLAN



CONSERVATION- OPEN SPACE- RECREATION

-  **Schools**
-  **Parks**
-  **Conservation Area**
-  **City Water Facility**
-  **Recreation Area**
-  **Linear Opportunity Area**

**Alhambra
General
Plan**

PUBLIC FACILITIES

VI.

PUBLIC FACILITIES
ELEMENT

of the
ALHAMBRA GENERAL PLAN

Adopted by:
ALHAMBRA CITY COUNCIL

Prepared by:
URBAN FUTURES, INC.
Santa Ana, California

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INTRODUCTION

The need for planning for future land uses, population densities, and compatible spacial relationships of properties and land uses throughout the Community never becomes more clear in terms of dollars and cents than when it is applied to public services, facilities, and utilities. It simply makes sense to base maximum population and development densities on the design and capacities of those facilities and utilities that will serve the Community when such development occurs. Such systems, which would include water, sewer, gas, electricity, telephones, fire, health, schools, libraries, etc., should all be considered and evaluated in terms of their individual abilities to serve the projected population and land uses. When such limits are exceeded, these services and systems begin to fail and will require expensive replacement, expansion, rationing, or other alternative in order to continue adequate service.

Land use allocations and the formation of "urban limits" related to the Alhambra planning area may be determined by the feasibility of extending utility services. Distribution of these services too far with too little can be a very expensive means of Community growth and could result in government deficiencies. Therefore, it is important that proposed land uses that are dependent on public services and utilities be planned for and compatibly located or designed in such a manner that will maintain the cost of required services to acceptable levels.

STATE LAW:

The advisory guidelines for general plan elements developed by the Council on Intergovernmental Relations does not include guidelines for Public Facilities Elements, nor does the State mandate this element for all general plans. The guidelines do, however, include provisions in other elements, such as Land Use, Circulation, Public Safety, etc., whereby public facilities considerations are integrated into the general plan. In the case of Alhambra, as in other large mature cities, it was found to be desirable to evaluate and provide a separate inventory of the facilities, services, utilities, and programs outside the context of the other elements in order to provide the City with a source within the General Plan which can be easily referred to.

INTENT OF THE PUBLIC FACILITIES ELEMENT:

As previously mentioned, provisions have been made in the General Plan Guidelines for consideration of public facilities and utilities in other elements including the Land Use, Circulation, and Public Safety Elements. These provisions deal primarily with physical location of the facilities, access to them, and future needs. These three elements, and others as appropriate, will provide for public facilities in the Alhambra General Plan, but on a generalized and superficial level due to the vast amount of other information that is also being considered in these elements. Therefore, the Public Facilities Element is intended to provide a basis for evaluating the systems that are currently serving Alhambra. The Element is basically an information source that is readily available for reference by decision-makers or anyone else who is concerned or involved with the City's future development and growth.

As the title implies, the Public Facilities Element is concerned primarily with those public and quasi-public facilities, services, agencies and institutions that serve the residents of Alhambra. In addition to these, brief mention is made of the major utilities serving Alhambra. This Element does not go into detail concerning these utilities since they are generally administered and located outside the City. Also, these utilities all have developed plans of their own to accommodate the service needs of the present and future populations of their service areas.

EXISTING FACILITIES & SERVICES

For the purposes of the Public Facilities Element, this section attempts to limit its scope to those facilities and services that are separate from those that are normally referred to as "utilities". Utilities will also be discussed, but very briefly, toward the latter part of this Element. Existing Facilities and Services will deal primarily with public safety, public health, fire protection, education, and other public facilities and services of importance to Alhambra residents.

FIRE PROTECTION:

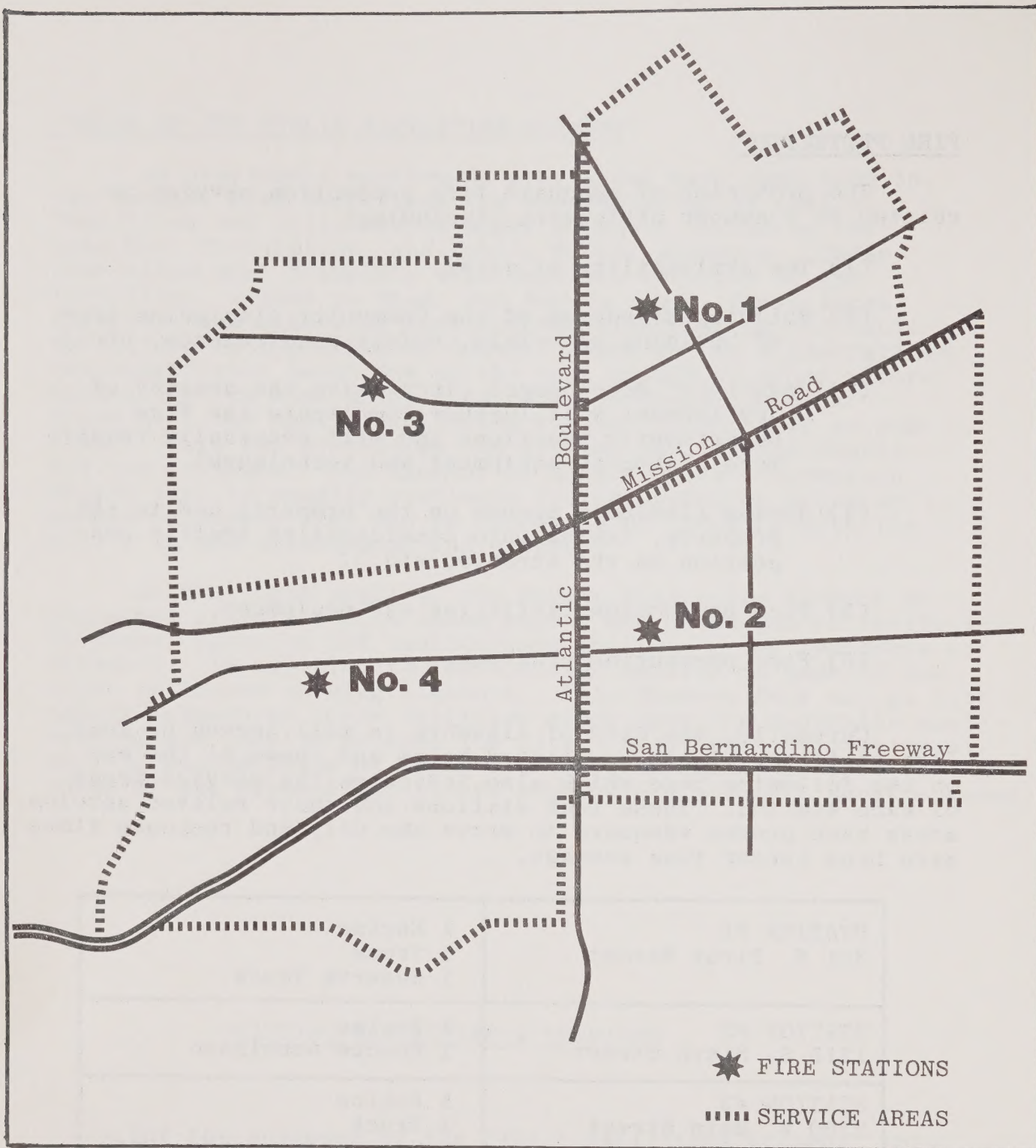
The provision of adequate fire protection service is related to a number of factors, including:

- (1) The availability of water.
- (2) Building standards of the Community (including type of building materials, safety requirements, etc.).
- (3) Density of development (increasing the density of development will further complicate the Fire Department's functions and will eventually require more elaborate equipment and techniques).
- (4) Access (includes access on the property and to the property, taking into consideration traffic congestion on the streets, etc.).
- (5) Fire protection facilities and equipment.
- (6) Fire prevention programs.

Currently, the City of Alhambra is well served by four fire stations. These are listed below and shown on the map on the following page which also indicates the service areas of each station. These four stations and their related service areas have proven adequate to serve the City and response times have been better than average.

STATION #1 301 N. First Street	1 Engine 1 Truck 1 Reserve Truck
STATION #2 1215 S. Sixth Street	1 Engine 1 Rescue Ambulance
STATION #3 2200 W. Main Street	1 Engine 1 Truck 1 Rescue Ambulance (van)
STATION #4 2505 W. Norwood Place	1 Engine 1 Reserve Engine

ALHAMBRA FIRE STATIONS



ALHAMBRA FIRE DEPARTMENT
Stations & Service Areas

To increase the effectiveness of the Alhambra Fire Department, especially in emergency situations, mutual aid agreements exist with the City of Los Angeles, the County of Los Angeles, and the neighboring communities of Arcadia, Glendale, Monterey Park, Pasadena, San Gabriel, San Marino, Sierra Madre, and South Pasadena.

The Department's Fire Prevention Bureau conducts a fire prevention program four times each year to each fifth grade class throughout the City school system. This program includes demonstrations, films, discussions, etc., and culminates in a poster contest. The Bureau also presents "table top" demonstrations to organizations, high school classes and businesses. Fire extinguisher demonstrations are also presented to organizations and businesses, and fire drills are conducted in homes for the aged and in all schools.

Fire Department personnel are well-trained and equipped for emergency first aid treatment. Fire fighters demonstrate first aid techniques to youth groups and any other organizations requesting such demonstrations. Personnel also stand by to administer first aid or transport at the motocross races. In addition to these programs of public involvement and education, the Alhambra Fire Fighters organization sponsors a Little League baseball team each year.

In order that the Fire Department may continue to protect the health, safety and general welfare of the citizens of Alhambra, it is recommended that the City support the highest standards of personnel, performance, and facilities. The present locations and service areas of the fire stations are adequate to serve the City's future density and population expectations without the need for any additional stations.

Currently, the most pressing need of the Fire Department is the restoration of training grounds and a drill tower. Former facilities of this type for training of personnel were removed with the construction of the Sears complex. Currently, the fire fighters hold training sessions and small-scale drills on the station properties and on available vacant lands throughout the City. However, such temporary sites are not adequate to effectively train personnel in the advanced techniques and using the complex equipment necessary to protect the City against fire. It would be to the City's advantage to seriously consider the re-establishment of training grounds and a drill tower, constructed to Fire Department needs and specifications, to be located on a site that would ensure compatibility with the surrounding land uses.

LAW ENFORCEMENT:

Generally, the need for police services is related to the frequency and character of those incidents that the service is intended to prevent. These, in turn, are related to the character of the City's population and physical factors within the Community.

The development of a police force which inspires an attitude of pride, friendliness and respect, requires leadership and community acceptance of, and willingness to pay for, high standards of education and training as well as positive public relations programs throughout the Community and especially in the schools.

The Alhambra Police Station is located in a two-story structure at 220 W. Woodward in Alhambra. Police Department personnel include 107 full time personnel, two on call, and ten crossing guards. There are currently 1.32 officers per 1,000 residents in the City. This figure is fairly low as compared to some other cities (Los Angeles has 2.5 per 1,000). However, there are no logical or appropriate standards that can be applied across the board to determine needs for police facilities and personnel because of the different and unique characteristics of each individual community and their respective crime and accident rates. The only direct and objective measure of the characteristics of incident-causing influences is in terms of the numbers of incidents themselves. So, any standards used are actually each community's own measure of itself and its behavior, regardless of its population. Police protection in Alhambra in terms of personnel and equipment is considered by the Police Department to be "adequate" at the present time.

The primary motor vehicles of the Police Department include 24 patrol cars, eight 2-wheeled motorcycles, and two 3-wheeled motorcycles. Patrolmen are trained in emergency first aid but the Department does not have major medical equipment.

Although the Police Department has no Public Relations Department, police personnel do get involved in public relations through various programs and activities. An important example is the "Youth and Law" classes that are taught by police officers in the high schools and some other schools. The Department also has films, displays, and other equipment, and also speakers that are available for presentations to groups and organizations. The Department also makes available engraving tools for the marking of personal property. However, sufficient personnel are not available for the Department to undertake an in-home safety or security inspection program.

A major facility that is related to law enforcement is worthy of mention in this section. This is the new Alhambra Municipal Courts Building. This four-story structure of more than 100,000 square feet was constructed by the County of Los Angeles and opened in 1974, at First and Commonwealth.

Crime rates in the City of Alhambra are continually increasing. The increases cannot be contributed directly to any single or group of problems. Some increase, however, can be contributed to higher density residential development, especially those in which the occupants are tenants rather than owners. Rental apartments often have a high turn-over of occupants. A transient high density environment often results in unfamiliarity among neighbors, less concern for each other, and an area in which strangers (or burglars) can go unnoticed. Such environments may further contribute to the crime problem where the physical design of the structures includes open carports and storage areas, subterranean garages, and other features that allow for easy access by burglars. The City, in its evaluation of new residential development, can help to reduce the increasing crime rates through the careful consideration of these and other design features that may relate to crime and law enforcement.

The Police Station in Alhambra attempts to accomplish two primary objectives:

- (1) To provide a convenient service to the general public.
- (2) To create an efficient and effective framework for the carrying out of police duties and activities.

Citizens are likely to call at the station to register a complaint, to file an accident report, to obtain information, to post bond, to obtain a license, or any number of reasons. The current police facility is old and out-dated and no longer provides the space that is needed to efficiently accomplish the functions and objectives of the Department. A larger facility could substantially increase the Department's efficiency and also better provide for the particular needs of the personnel and equipment. It is recommended that the City consider undertaking a study to more specifically detail the needs of the Department in terms of personnel, equipment and space projected over at least the next twenty years and based on General Plan provisions. Plans for the needed improvements can then be established to ensure the highest level of police protection in Alhambra. Such plans should also ensure that adequate flexibility is built into the Department and its facilities to handle the expected and planned changes in the City's population and physical characteristics in future years.

HEALTH CARE:

The field of health care is both a matter of safety and of human welfare. Although medicine in the United States is largely practiced privately, many public health services are also in operation, especially in the areas of preventative medical care. Public health agencies in the State of California are authorized to operate and do operate in varying degrees in many fields including pure water, sewage disposal, sanitation, disease control, school health, laboratories, health education programs, vital statistics and recording facilities, and many other spheres of activity.

The City and residents of Alhambra are fortunate to be located in the heart of a wide range of diversified medical and health care facilities and services, both public and private. Since the spectrum of health care involves much more than the major physical facilities, this portion of the Public Facilities Element will also mention and summarize some of the many important, but often less noticeable, services and programs that are currently in operation and available to Alhambra residents.

Major Hospitals:

The most significant new public facility in Alhambra is the non-profit Alhambra Community Hospital, located at 100 South Raymond Avenue. This facility opened its doors in late 1974, has a staff of approximately 200 and a bed capacity of 157. The hospital contains about 150,000 square feet and is located on a five acre site. The centralized location provides easy access from surrounding areas and will be even more accessible via Main Street when the Long Beach Freeway is extended.

A wide variety of major health care facilities are provided by the Community Hospital, including:

- Cardio-Pulmonary Laboratory
- Diagnostic Radiology
- Inhalation Therapy
- Intensive Care
- Coronary Care
- Clinical Laboratory
- Physical Therapy
- Pharmacy
- Emergency Facilities and Services

The hospital contracts with the County of Los Angeles for emergency care, making the facilities available to local

residents on an emergency basis. This is an important feature, especially for accident victims who would otherwise be sent to the County hospital in Los Angeles. For medical services not offered by the Alhambra Community Hospital, many other hospitals are available in surrounding communities, with most, if not all, being within a thirty minute drive of Alhambra. Some of these hospitals are as follows:

- Huntington Memorial Hospital (Pasadena)
- Pasadena Community Hospital (Pasadena)
- St. Luke Hospital (Pasadena)
- Presbyterian Intercommunity Hospital (Whittier)
- City of Hope (Duarte)
- Methodist Hosp. of Southern Calif. (Arcadia)
- Doctors Hospital (La Puente)
- Hartland Hospital (Baldwin Park)
- San Gabriel Community Hospital (San Gabriel)
- Garfield Hospital (Monterey Park)
- Monterey Park Intercommunity Hospital (Monterey Park)
- San Gabriel Valley General Hospital (San Gabriel)
- White Memorial Hospital (Los Angeles)
- L.A. County U.S.C. Medical Center (Los Angeles)

These hospitals, with the exception of the last two listed, are located within the San Gabriel Valley Health Services Region. In addition to the County U.S.C. Medical Center, the County owns and operates the Alhambra Health Center at 612 W. Shorb Street and the Rosemead Sub-Center at 7865 E. Emerson Street in Rosemead.

Within the San Gabriel Valley Health Services Region there are also many public and quasi-public health care programs and clinics aimed at more specific health problems in the region. Of primary importance today are programs aimed at alcohol and drug addiction with the activities ranging from education and prevention to detoxification. The following is a summary of a few of the facilities and organizations offering programs in these areas:

- Las Encinas Hospital (Pasadena)
- Methodist Hospital of Southern California (Pasadena)
- Pasadena Community Hospital (Pasadena)
- Sacred Heart Hospital (El Monte)
- St. Luke's Hospital (Pasadena)

- Alcoholism Council of East San Gabriel and Pomona Valleys (West Covina)
- Alcohol Counseling Associates (West Covina)
- Pasadena Alcoholism Center (Pasadena)
- Pasadena Council on Alcoholism (Pasadena)

- Alcoholism Help and Prevention (El Monte)
- Alcoholism Rehabilitation and Prevention Program (El Monte)
- Casa de Los Amigas (Pasadena)
- Bishop Gooden Home (Pasadena)
- Grandview Foundation (Pasadena)
- Haven House (Pasadena)
- San Gabriel Valley Mental Health Services (Arcadia)
- Pasadena Mental Health Center (Pasadena)
- Department of Rehabilitation (El Monte)
- Family Counseling Service of West San Gabriel Valley (San Gabriel)
- IMPACT (Pasadena)

- Alhambra Psychiatric Hospital (Rosemead)
- Hillcrest Psychological Center (Alhambra)
- Ingleside Mental Health Center (Rosemead)
- Foothill Free Clinic (Pasadena)
- Open Door Drug Clinic (Alhambra)

This summary indicates that there is a wide variety of health services and programs currently being offered in and around the City of Alhambra. The following table gives more specific estimates of the volume of service currently available in the City of Alhambra, according to an inventory of health care services offered in the San Gabriel Valley Health Services Region.

<u>PROVIDER SPECIALTY</u>	<u>PRESENT PHYSICIAN MANPOWER</u>	<u>ESTIMATED VOLUME OF SERVICE</u>
General Practitioner -----	91	454,718
Pediatrician -----	26	98,332
OB-Gynecologist -----	21	85,619
Psychiatrist -----	25	27,135
Surgeon -----	50	138,275
Internist -----	56	151,334
Other Physical Specialists --	57	119,854
TOTALS -----	326	1,075,267

ESTIMATED VOLUME OF SERVICE
PROVIDED BY EXISTING
AMBULATORY RESOURCES

Although the City of Alhambra already has sufficient health care facilities and services in or around the community, additional facilities including medical offices, clinics, and health care complexes can be expected as the City increases in population and density. Therefore, some thought should be made as to where these facilities or businesses might be located in relation to other types of land uses, residential areas, and other similar facilities.

A very strong case can be made for the functional relationship of local public health facilities with the Community Hospital, including health centers, clinics, diagnostic and treatment centers, etc. The opportunities for the joint use of laboratories, social services, communicable disease control, statistics, and other facilities and services would make a physical relationship very efficient and economical. Although not always necessary, it is logical that doctors' offices and clinics be physically related to the major health facilities, such as the hospital.

Recent trends have been toward the clustering of medical offices and the establishment of more "group practices". Such clusterings should be encouraged, especially in the vicinity of the hospital, because of the many advantages of such a location. Generally, medical centers, clustered medical offices, and other major health care facilities should be located away from downtown commercial areas of the City and away from major nuisance land uses such as railroads, freeways, major arterials, and heavy industry. The present location of the Alhambra Community Hospital is very adequate for very efficient service to the community and would also be a good location for hospital-related land uses in the future, possibly through redevelopment activities.

PUBLIC LIBRARY:

The one community facility which is most capable of arousing public interest and pride, with the possible exception of the school system, is the public library. Regardless of its usage, a large library has always been a prestige item and one for which the residents of most communities have been willing to pay. The health, growth, and strength of a democratic society depends upon a responsible and enlightened citizenry, upon people who have a constant and continuous opportunity to inform and educate themselves and to develop and strengthen their social and cultural

ideas. The American Library Association provides the following general objectives of community library service:

- (1) Library facilities should be freely available to all people.
- (2) The service should provide a means of self-education.
- (3) Facilities should be a source of information, and furnish good reading for pleasure.
- (4) The facility should stimulate study and research.

Improvement of the quality of library service is equally as important as the number of volumes or the amount of reading room. Every resident of Alhambra should have access to the library facilities and services and to the materials available, including books, periodicals, pamphlets, newspapers, maps, pictures, films, and recordings, and guidance in the choice and use of these materials.

The American Library Association recommends a rate of 2.0 books per capita for cities of Alhambra's size and to a population of 100,000; up to 175,000 volumes. The minimum size of the book stock of any library, as an independent unit, should be 6,000 volumes regardless of the population served. Square footage of the structure itself should be about one-half foot per capita or about 30,000 square feet for a city the size of Alhambra.

Alhambra's new public library began service to the community on January 4, 1975 at its 410 W. Main Street location. This facility includes 37,000 square feet of floor area, 7,000 of which consist of the lower storage area of the structure. The current volume capacity of the library is 125,000 volumes and could eventually be expanded to provide for 150,000 volumes. Among the features of this modern facility are audio-visual equipment, micro films, a 120 person capacity Community Room for programs, an 8 person capacity seminar room, and a children's area for stories or other activities.

In addition to the main facility, a branch library is located at 2037 S. Fremont. This facility opened for service in 1965, contains about 1200 square feet and includes 15,000 volumes. This is known as the Granada Park branch library.

As mentioned earlier, improvement in the quality of library service is equally as important as the number of volumes, etc. The Alhambra Public Library offers two major

services to the Community that significantly increase the potential use of Library facilities for those members of the Community who are unable to travel to the two main facilities. The first of these is the Library's "Mini-Collections" which are actually small collections of books that are made available to retirement homes and to the Joslyn Adult Recreation Center. These collections are delivered and the books rotated every six weeks. The Mini-Collection program, hopefully, will be expanded to include rest homes, hospitals, and other locations where such a service is needed.

The other major service the Library provides is its "Service to Shut-ins". This service is carried out by volunteers who deliver books to people who can't come to the libraries. Many elderly and retired residents volunteer for this work which provides an important social as well as service function for the Community.

The Alhambra Public Library system, with the addition of the new main library, is more than adequate to serve the present population of Alhambra. The size and capacities of the two libraries conform to the standards of the American Library Association and will continue to be adequate for many years, even with increasing population. In addition, the new library is capable of expansion, if necessary. The system is further expanded by the existing agreements with the libraries of other communities surrounding Alhambra, making those facilities also available to Alhambra residents. It is recommended that the Public Library be commended for its beautiful new facility and for the important services it is providing. Continuation and expansion of these services should be encouraged to ensure a high level of service and opportunities for all the residents of Alhambra.

PUBLIC EDUCATION:

Public school education facilities are provided by the Alhambra City School District and the Alhambra City High School District. The City School District covers $11\frac{1}{2}$ square miles in the Cities of Alhambra and Monterey Park and includes thirteen elementary schools (K-8), nine of which are located in Alhambra. The Alhambra High School District covers over 21 square miles and includes Alhambra City, Garvey, and San Gabriel School Districts, including four high schools. Planning for the growth and facilities of the school system is primarily the

responsibility of the school district. This agency is not within the framework of Alhambra's City government. It is a separate tax-supported body which does its own planning based on school district population estimates and projections.

1974 School District enrollment figures found 8,831 students to be enrolled in the elementary schools and 8,424 students in the high schools. Generally, enrollments have been on a slightly downward trend in recent years, although the City's population has increased slightly. This trend can be contributed, at least in part, to an increasing popularity of smaller families and to the large number of mature families and senior citizens in the Community, as pointed out in the Housing Element. An analysis of the existing facilities, the enrollment figures, and population growth trends indicates that no additional public school sites will be needed in Alhambra. Being surrounded by incorporated cities, the City of Alhambra will not expand in size. Therefore, the existing schools will continue to provide adequate coverage of the City. However, when the expected population growth does occur, it will be in the form of higher density residential areas in certain parts of the Community, possibly necessitating the expansion of some schools. The Land Use Element of the General Plan indicates where such density increases will occur and also will attempt to balance such growth so that the impact on certain schools will not be detrimental to the system.

An important characteristic of the school district enrollment is the increasing percentage of Spanish surnamed students. This figure in the City School District increased from 28.9% in 1970 to 38.5% in 1974. The City High School District experienced an increase of Spanish surnamed students from 27.9% in 1970 to 36.9% in 1974. The numbers of non-minority students dropped by approximately 13% over those five years. These figures indicate a significant change is taking place in the City of Alhambra and appropriate action by the School Districts should be taken to provide the students with the proper learning tools and courses, including bilingual education programs and courses of study that reflect or include the ethnic interests and backgrounds of the students. The School District already has an Adult Education Division that provides needed vocational training. This program offers approximately 300 day and evening classes in the arts, science, business, civic education, and industrial and craft professions.

Higher education is also readily available to Alhambra residents through a number of major college facilities including Pasadena City College, Rio Hondo and East Los Angeles Community Colleges, and also major four-year institutions including UCLA, USC, California State University at Los Angeles (at the western edge of Alhambra), Occidental College, and the California Institute of Technology in Pasadena, to name a few.

RECREATION FACILITIES:

As stated in the Parks and Recreation Element of the General Plan, there is a growing awareness of the part recreation plays in community living and also a growing acceptance of public responsibility for the provision of recreation opportunities that can be enjoyed and available to all age groups in the Community.

The major parks and recreation facilities that exist in Alhambra are as follows:

- Alhambra Park (14.22 acres) and 3700 seat amphitheater
- Almansor Park (35 acres)
- Granada Park (16.42 acres)
- Story Park (6.37 acres) -- includes Joslyn Adult Center
- Malmgreen Memorial Park (4 acres)
- Alhambra Municipal Golf Course (67 acres)
- Alhambra Mini-bike Park (32 acres)

These facilities and other areas having recreation potential are described in greater detail in the Parks and Recreation Element which also describes the many services and programs offered throughout the City. These programs greatly increase the effectiveness and scope of the parks and recreation system and help to maximize the usage of the existing facilities. No additional major facilities are proposed that would require property acquisition. However, the Parks and Recreation Element does recommend that the City pursue the possibilities that exist for the joint recreational use of some existing public or quasi-public rights-of way, including flood control channels and the remaining right-of-way of the railroad after its lowering is completed.

CITY HALL/CIVIC CENTER:

The Alhambra City Hall is located at 111 South First Street. Although the building is only one block from the main streets of Main and Garfield, the City Hall is not really visible as a landmark in the Community. City Hall contains approximately 43,000

square feet of floor area and has been in operation for fifteen years, since December, 1960. Housed in the structure are the Departments of Planning and Building, Public Works, Finance, City Clerk, City Attorney, Personnel, Purchasing, City Manager's offices, and various utility rooms, meeting rooms, lobbies, and the City Council Chambers.

The City Hall is not really within a Civic Center complex. The previous General Plan for the City presented a "schematic plan" for the development of such a complex. However, since that time both the Municipal Courts Building and the new Library, both of which could have tied into such a scheme, were constructed in locations removed from the immediate area of the City Hall. The old hospital, which could have tied the center across Garfield Avenue has also been replaced by the new Community Hospital some distance from the City Hall. The auditorium, music center, and museum, which were originally considered, have not been built and there is doubt that such a major facility is needed in Alhambra. Alternatives might be smaller amphitheatres or recreation/music centers located in parks or on school sites that would get more use and cost much less than the major facility. In any case, the City's current priorities do not include the construction of a major auditorium and it is doubtful that such a structure will be built, at least in the foreseeable future.

The concept of a Civic Center is something the City should continue to consider. Needs, priorities, and possible new schematic plans could be developed through future studies of the downtown business district. In fact, any such studies of commercial areas in the vicinity of City Hall should include provisions for the improvement and enhancement of the City Hall location and surrounding properties to ensure their compatibility and interrelationship between these two important land uses. Adequate parking and pedestrian environments, as well as improvements in the local circulation system, would help to alleviate traffic problems and encourage public use of their facilities.

Any future concepts should certainly tie together the City Hall, the Municipal Courts Building, and the Post Office, possibly through the use of pedestrian walkways, malls, or a small park. Another consideration would be to vacate Bay State Street between Garfield and First Street and increasing the parking facilities adjacent to the Post Office. New office-professional buildings could also be tied into the Civic Center and designed to relate to the commercial areas to the north and east, and also be compatible with the City Hall architecture.

Unlimited possibilities exist for the future development of a Civic Center or "Governmental Center" for the City of Alhambra. However, further study will have to be done to determine such a project's feasibility and ultimate design.

OTHER MISCELLANEOUS PUBLIC FACILITIES AND SERVICES:

Other types of institutions important to the physical and economic structure of Alhambra include those which relate to social and religious establishments and to senior citizen accommodations. The following is a brief summary of some of these facilities and services available to Alhambra residents.

Senior Citizens' Facilities:

Facilities, such as the Joslyn Adult Center, and services and programs that are offered through other departments and organizations in the City have been mentioned earlier in this Element or in the Parks and Recreation Element. Some of the remaining available facilities or services to senior citizens include the California Home Health Service in El Monte, the Convalescent Aid Society and Visiting Nurse Association, both in Pasadena, and a wide range of convalescent and retirement homes in and around Alhambra. It should also be stressed that senior citizens, who make up approximately 20% of the population of Alhambra, are also encouraged to use any or all of the parks and recreation and other public facilities that are available to all the residents of Alhambra.

Churches:

Alhambra's thirty-one churches represent all the leading religious denominations. Generally, the churches are located as near as possible to the center of the distribution of their congregations. Because churches do not usually require the same kinds of facilities as other groups and organizations, they normally tend to be self-sufficient and do not require the joint use of space or facilities. Therefore, there is no real functional relationships between churches and their activities and those of any other facilities considered in this Element.

The church sites should be located on a natural travel route within the City and not with quiet residential streets providing the only access. Since the churches strive for a high degree of pedestrian access, a location within a high density residential area, preferably on a corner, would be desirable. A corner location would also provide a dominance of view to and from the structure, which is usually more architecturally dramatic than other land uses and structures.

Private Organizations and Activity Groups:

Community facilities are not limited to those provided only by public or quasi-public agencies and organizations. Within the complexity of the City, many different interests are present and represented by the many and varied organized groups. The optimum functioning of such group activities is often related to the kinds of physical facilities they demand or provide. Although the specific activities and objectives of each group may vary considerably, they are all intended to activate and interest individuals and families into group activities.

It is unnecessary in the General Plan to list and summarize the activities of all the private organizations that exist in Alhambra. However, a sample of the types of groups that exist are included in the following list:

- Golden Age Club
- Almansor Senior Citizens Club
- Emery Park Senior Citizens Club
- Golden Tours for Senior Citizens
- Post-Advocate Newspaper
- Theaters
- Little Theater Group (Masque Players)
- Chamber of Commerce
- Parent Teacher Associations
- Young Men's Christian Association (YMCA)
- Boy and Girl Scouts
- Various hobby and special interest clubs
- All major service, civic, fraternal and patriotic organizations also represented

Many of the special interest groups, organizations and other clubs meet in temporary facilities or locations other than their own. Finding a suitable location to meet, especially for active fast-growing groups, is often a difficult and costly process. It has proven beneficial to these groups and to the Community in general in other cities to bring many of these groups together into a "community building" that is centrally located and contains meeting rooms and offices that can be jointly used according to an overall schedule by many different groups and organizations. Standards for such a facility must be developed locally depending on the particular needs. The City could include a community center building as an element in future Civic Center concepts. Such a use would be very compatible with City Hall and other civic functions, would increase communication between the many civic groups, maximize efficient use of a major public facility, and would enhance the concept of the Civic Center as a community meeting place and activity center.

UTILITIES

Provisions are made in the Land Use Element of the General Plan for the location, design, and other considerations of the major utilities serving Alhambra. This Element does not go into detail concerning these utilities, with the exception of water, since they are generally administered and located outside the City. Also, all the major utility companies or agencies have developed plans of their own to accommodate the service needs of the present and future populations of their service areas. The General Plan and its projections will help the utilities to properly plan and coordinate the location, size, and type of facilities needed to properly serve the Community. To insure that input into the utility companies' plans is provided, the City may review these plans and point out any inconsistencies.

WATER:

The development of an adequate water supply system is a most vital necessity to every community. The Alhambra Water District is the sole provider of water to Alhambra. The District currently has adequate pumps, storage and reserve space for expansion to serve an increase in population of reasonable proportions. In the past, the Water District has been aiming at an ultimate population of 90,000 people in the City for planning purposes. Populations beyond that figure would necessitate a change in the planning program and possibly the implementation of alternatives not presently considered.

The primary water source for Alhambra is the city-owned deep well system. These wells and related storage facilities are detailed in the Conservation Element of the General Plan. The total water storage capacity is presently 28.75 million gallons. In addition to this, the City is also entitled to a maximum of 3,000 acre feet of water per year from the Metropolitan Water District which consists of 50% Colorado River water and 50% Feather River water.

Water is distributed throughout the Community through a 168 mile system of water mains, varying in size from 4 to 16 inches. The City is continuing its program of replacing inadequate water lines and converting all 4 inch lines to six inch lines. This has not been completed and there are still approximately 80 miles of 4 inch lines in the City.

Currently, there are no areas in the City that have a water deficiency, although during the hotter months of the year, the District approaches its service limits. With the planned ex-

pansion of the District's services, there should be no problem supplying water as needed, unless the population increases beyond 90,000. If this should occur, the District would have to initiate an alternative such as water rationing or possibly joining the Metropolitan Water District, which would be very costly to the City.

STORM DRAINS:

The system of storm drains is adequate and the City has a Master Plan for such facilities. The City itself slopes gently, providing for effective drainage. Except for the local drains, all storm drains flow into the channels of the Los Angeles County Flood Control District. Since the City is presently near total development, additional development and higher densities are not expected to significantly increase the water run-off in the City and, therefore, no major expansion programs are planned or recommended.

SEWAGE DISPOSAL:

Alhambra is part of the County Sanitation District. Wastewater flow from the City travels by sewer to the Joint Water Pollution Control Plant and the Whittier Narrows Water Reclamation Plant for primary and secondary treatment. The capacity of these plants is more than 400 million gallons per day.

Construction of sewerage systems involves heavy capital outlays, the payment for which is transferred to the property owners served by the system. Currently, the sewer system in Alhambra is adequate in most parts of the City. However, the system in the industrial area is heavily taxed and near capacity. The City, to help reduce the possible detrimental impact on the system by new industries, can encourage the development of those industries that use little or no significant quantities of water, or implement a program to renovate the sewer system in the industrial area to meet the needs of major water-using industries with the costs of the improvements transferred to those users.

The existing sewer systems in other parts of the City are adequate and could absorb reasonable increases in population. However, large increases in population that are located in specific areas of high density development could require some major improvements, depending on the location and degree of density. It would be more desirable to balance future growth throughout the Community when dealing with sewer services.

ELECTRICITY:

Electricity is provided to Alhambra users by Southern California Edison Company, an investor-owned electric utility serving Central and Southern California. Under favorable operating conditions, the total effective operating capacity of Edison's power sources is approximately 12,553,000 kilowatts, derived from 36 hydroelectric plants, 14 fossil-fueled steam-electric generating plants, and one nuclear generating station located in Southern California. Edison also provides a helpful advisory service to potential clients to help them obtain the most favorable rates consistent with the local characteristics. Rules and electrical service requirements are made available to architects, plant engineers, and contractors to assist them in the design of a plant's electric system.

With the shortages of fossil fuels, natural gas, and other fuels, and the negative reaction to nuclear plants by many residents of Southern California, alternative methods of power production are being studied more closely. Among these are solar energy, geothermal, and other sources. Many less drastic methods are also available to reduce fuel and energy consumption. Probably the most economical and practical methods involve the basic design and orientation of new structures, taking into consideration the natural elements of sun, wind, etc. to provide "natural" ventilation, heating, and cooling. The City might consider including such provisions in the City's codes in order to encourage developers, architects and engineers to design with environmental factors and energy conservation in mind.

NATURAL GAS:

Natural gas is distributed to Alhambra by the Southern California Gas Company from its sources both local and interstate. As with the other major utilities, the Gas Company does its own planning for service needs.

TELEPHONE:

Telephone service is provided by the Pacific Telephone Company.

**Alhambra
General
Plan**

**SCENIC HIGHWAYS/
COMMUNITY DESIGN**

VII.

URBANSCAPE SCENIC HIGHWAYS
and
COMMUNITY DESIGN ELEMENTS

of the
ALHAMBRA GENERAL PLAN

Adopted by:
ALHAMBRA CITY COUNCIL
April 6, 1976

PREPARED BY:
URBAN FUTURES, INC.
Santa Ana, California

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URBANSCAPE SCENIC HIGHWAYS AND COMMUNITY DESIGN ELEMENTS

INTRODUCTION

AUTHORITY

Urbanscape Scenic Highways: Section 65302(h) of the California Government Code requires a Scenic Highways Element of all City and County general plans, as follows:

"a scenic highways element for the development, establishment, and protection of scenic highways pursuant to the provisions of Article 2.5 (commencing with Section 260) of Chapter 2 of Division 1 of the Streets and Highways Code."

Community Design: The State of California Government Code, Section 65303-7(g) permits each local government to cause to be prepared and adopt a Community Design Element. The State does not mandate this element; however, it is included in the Alhambra General Plan for the sake of a more complete, more useful Plan.

SCOPE OF THE ELEMENTS

The Urbanscape Scenic Highways Element of the Alhambra General Plan provides for local planning for official scenic highways, if the City, at some time in the future, undertakes a program to achieve "official" designation of a particular route. Standards for official designation rest on the analysis, planning, and protection of the scenic corridor through which the highway passes. The Urbanscape Scenic Highways Element is the initial step leading toward the official designation. As such, this element provides the basis for the preparation of specific scenic corridor plans.

- 1 -- Identification and evaluation of scenic corridors in the city, consideration of special features such as entryways, park drives, and similar important natural or landscaped and beautified arterials. Inclusions of a bikeway system within the scenic corridor may also be considered.

2 -- Statement of policy with diagram-map indicating the community's scenic highway system and routes.

3 -- Guide to implementation measures.

Community design is the network of physical features that ties an area into a unified whole. Community design is concerned with the general spatial arrangement of activities and objects over an extended area, where the client is multiple, the program indeterminate, control partial, and there is no state of completion. As an Element of the Alhambra General Plan, the discussions and guidelines presented are oriented primarily toward the appearance of the community and its parts and overall visual improvement. This document outlines general policy and guidelines that may be used by the City toward the physical design of private developments and public improvement programs in accordance with community goals.

A field survey was made of the visual form of the City, supplemented by citizen and Planning Department staff observations and comments. Specific criteria for the appearance of Alhambra's centers, neighborhoods, streets, and overall structure were derived from general objectives involving comfort, diversity, identity, relatedness, and meaning. These criteria were applied to help uncover the basic problems and potentialities of the community, including; the satisfying diversity and, in some cases, the serious visual failures of major focal points; the chaos and ugliness of many of its main streets; the fine character of most of its residential areas, the fundamental confusion in the basic structure of the City, and the community's relative stage of completeness.

Included in this Element are guidelines for carrying out the visual improvement of the community, based on General Plan goals and objectives. These will include standards and design review procedures for private development, public buildings and special landmark areas, visual criteria to guide renewal, the design of main streets and entrance points, the location and design of parks and the open space system, and policies for signs, lighting, landscaping, paving and shelter.

RELATIONSHIPS TO OTHER ELEMENTS

The Urbanscape Scenic Highways Element relates directly to the Open Space and Circulation Elements and indirectly to the Land Use Element. It relates also to the non-mandatory Community Design Element.

In Alhambra, the Community Design and Urbanscape Scenic Highways Elements are very closely related and, therefore, have been combined in order to best enhance both the community itself and its street network.

GOALS

- 1 -- Retain those qualities that have attracted people to settle in Alhambra.
- 2 -- Create the highest order of visual continuity and functional compatibility between the various physical components of the Alhambra community.
- 3 -- Maintain and enhance the character and beauty of Alhambra and remove from the landscape those elements that detract from this environment.
- 4 -- Afford visual and psychological relief from the monotony of urban development.
- 5 -- Preserve and enhance existing natural and man-made scenic, historic and cultural resources.
- 6 -- Shape urban development, enhance community identity, and provide recreation opportunities.

POLICIES

- 1 -- Scenic Highways developed by the City should benefit the entire community.
- 2 -- The Scenic Highways program should make use of a full range of methods for managing land uses that are compatible with scenic enhancement and preservation within the scenic highway corridor. These might include, where necessary, acquisition of all or limited rights to adjacent land, zoning, and tax incentives.
- 3 -- Plans for scenic highways should be integrated with open space and community design plans as they are developed.

- 4 -- Scenic highway corridors shall be designed to maximize the compatible multipurpose objectives of open space planning such as recreation, public health and safety, and preservation of scenic/aesthetic amenity.
- 5 -- The City should seek all available County, State, and Federal financial assistance, as available, to implement the Urbanscape Scenic Highways Element.
- 6 -- Road rests, foot paths, bicycle trails, landscaped areas, buffer strips, screens of trees, historical markers, and scenic vistas shall be considered as a part of the process of road building or widening and as normal costs of the highway system to be included in planning, budgeting, and construction when these highways traverse urbanscape scenic corridors.

PROPOSED URBANSCAPE SCENIC HIGHWAYS

- | | |
|-----------------------|---------------------|
| -- Atlantic Boulevard | -- Main Street |
| -- Fremont Avenue | -- Mission Road |
| -- Garfield Avenue | -- Valley Boulevard |

BENEFITS OF URBANSCAPE SCENIC HIGHWAYS AND COMMUNITY DESIGN

The integration of the Urbanscape Scenic Highways and Community Design Elements with other functional planning activities of the General Plan affords a unique opportunity to preserve and enhance the environment and the quality of life for the citizens of Alhambra. The anticipated benefits include:

- 1 -- Increased efficiency and driver safety of the circulation system.
- 2 -- Preservation and enhancement of urbanscape areas.
- 3 -- Highway and street design in line with high aesthetic standards.

- 4 -- Environmental enhancement through better conservation practices.
- 5 -- Treatment of the highways and streets as Linear Open Space Corridors.
- 6 -- Increased recreational opportunities.
- 7 -- Pleasurable driving experience.
- 8 -- Increased property values.
- 9 -- Increased community identity.
- 10 -- Improved spatial arrangement of activities and objects that enhance community appearance.

THE CURRENT SITUATION

"Preserve natural beauty of the area", "maintain high development quality", "retain the special residential image of Alhambra". These and other similar statements have been expressed by citizens of Alhambra. The concerns of the citizens and the following guidelines for residential areas support the protection of neighborhoods against non-residential intrusions, through traffic, blight, and noise and go beyond these to stress the need for variety in housing types and originality in rehabilitation of older residential areas. These guidelines recognize the relationship between housing quality and community values and stability. Neighborhood satisfaction is a function of community satisfaction; hence, the General Plan's great concern with adequate, well-designed facilities of all kinds.

Typical of most communities, Alhambra is predominantly developed with single-family subdivisions and, although the majority of single-family residences are of a relatively high quality, neighborhood appearance could be improved. Adhering to common standards for lot sizes and setbacks, certain neighborhoods appear as a continuous line of facades with little contrasting elements of design or scale. The absence of open space or common green areas in the older neighborhoods also strips them of a potential sense of contrast and identity.

This is not to say that single-family developments are undesirable aesthetically or that they lack such potential, but that the introduction of features that add to the comfort,

diversity, identity, relatedness, and meaning of these neighborhoods could serve well to visually enhance neighborhood interest and residential satisfaction. The introduction of clustered single-family developments on smaller lots, semi-detached housing, duplexes and townhouses, garden apartments and higher density apartments at the time of any future redevelopment of presently developed areas will serve to produce a more interesting and stimulating living environment and will serve to improve the visual appearance of residential streets. Such a variety of housing types will also provide a greater housing choice to the residents of the community and, overall, will conserve on the amounts of available land left for housing.

Another dominant design feature throughout the local neighborhoods is the roadway system, and its area. Wide, straight streets throughout the city appear needless. Curvilinear streets, where they exist, are visually preferable since they provide continually changing vistas and give variety to the continuous line of facades generally found on straight streets. Straight streets, however, are not undesirable where they are not too long and provided there is some culminating point of closure or focal point of interest.

Older residential streets are often lushly planted. The appearance of the street is improved in many instances because trees are in a reasonably wide planting strip between the curb and sidewalk. In some of the smaller planting strips, large trees have posed problems for holding intact the existing curbs and pavement, yet the visual benefit derived from the larger scale trees generally outweighs such problems. Smaller street tree varieties presently in use often achieve a size and scale that is too small for the larger width and scale of existing streets.

VISUAL OBJECTIVES

Some of the criteria for a fine visual environment are highly intangible, very difficult to set forth in words or in any other systematic way. They will be diversely applied by different people in different circumstances. Therefore, not all criteria can be used as a "commonly accepted" basis for public decisions. Other criteria can be more clearly defined, can be shown to have wide-spread effects, and are likely to be acceptable to most. Known criteria that is subjective in nature but widely used are described as follows:

- 1 -- Comfort: Visual and other sensations should be within the comfort range: not too hot, too noisy, too bright, too cold, too silent, too loaded or empty of information, too steep, too flat, too dirty, too clean, etc. The comfort range will depend on the particular person, but generally, it involves a balance of visual effects or experiences.
- 2 -- Diversity: There should be a reasonable variety of sensations and environments in the community: calm or stimulating, peopled or empty, dense or open, restrictive or free, and these various environmental types should all be easily accessible. This will provide a choice of environments as well as a variety and change.
- 3 -- Identity: Places in the community should have a strong visual identity: be visually differentiated from other places, recognizable, memorable, vivid. This means that one street should not look like all other streets, nor should a residential district be indistinguishable from the square miles of housing in the vicinity. Every place cannot and should not be radically different from every other. Most places will vary only subtly. However, this "sense of place" is the cornerstone of a handsome environment. Without it the observer cannot distinguish or remember its parts. With identity, he can gain a sense of belonging and can savor the uniqueness of various places and people.
- 4 -- Relatedness: There are times when parts of the environment should be hidden or at least ambiguous. However, throughout the overall environment of the community, the linkages and progressions of design elements should be related, legible, and understandable as an obvious pattern. Relatedness should not be defined or interpreted as "identical" in form or design. As an example, the street tree or landscaping pattern may vary from block to block, but a feeling of continuity should be retained so that adjacent components relate to each other in a smooth and comfortable, rather than conflicting, way. A sense of relatedness within the community form helps to provide emotional security, aesthetic pleasure, and a feeling of pleasant form and continuity in an otherwise complex environment.

5 -- Meaning: The visual environment of the community should be meaningful to its observers. Urban design should reflect and complement the various activities and aspects of life and community functions. The various components of the design should provide information or direction and express the character of the site or location. This can be accomplished in many ways through textures, street furniture, paving styles, colors and materials. Design of streets, landscaping and other elements can also help to emphasize an important building or place within the community or to add meaning and interest to a historical site or activity center.

The combination of the above criteria will help to establish a well designed and functional community that is comfortable for its residents, diverse in its aesthetic characteristics, vividly identified, well structured in its visual patterns, and visually and psychologically meaningful. There are, of course, many additional criteria to consider throughout the processes of community design and beautification. Generally, these can be related back to the five basic criteria and to the City's goals and objectives pertaining to this Element. The guidelines that follow will illustrate more clearly how these design criteria may be applied throughout the community.

SPECIFIC CRITERIA FOR THE CITY

These very general criteria must be put in a more specific form, applicable to the City of Alhambra. For this purpose, they may be written as questions to be asked about parts of the city or about the visual system of the city as a whole. It will be apparent that while these questions have been organized and made concrete for better application, they will all refer back to the same five principles which were stated above.

1 -- Neighborhood: In each individual neighborhood throughout the city we may ask:

- a. Are the sensations comfortable, particularly in regard to noise, glare, micro-climate, and perceptual overload?

- b. Is there an adequate choice of visual environment within easy walking distance, particularly in regard to areas of high and low perceptual stimulus (open space and parks vs. shopping centers, for example)?
- c. Is there a sense of special identity of place here and a sense of general location with respect to the city?
- d. Do the residential areas convey a sense of quiet, calm and comfort?

2 -- Centers: In the major centers, the main public places, we will ask these questions:

- a. Is there adequate provision for shelter and rest?
- b. Is each center clearly differentiated from the others? Does it have a vivid character of its own, well-formed open spaces, etc.?
- c. Is each center visually related to its surroundings? Are the entrances visually legible?
- d. Are the signs readable without interference or confusion? Do they fit their premises and their meanings? In particular, is the essential public information efficiently communicated? Are emergency services and street equipment easy to locate and use, street names and numbers easy to find and read, etc.?

3 -- Paths: On the major pathways (streets, walks, bicycle trails), we might ask:

- a. Are the visual characteristics of these major routes clearly differentiated one from another and their backward and forward directions distinguishable? Is there a distinction between radial and circumferential movement and between local and arterial streets?
- b. Is visual continuity maintained while traveling on the path; that is, can the moving observer sense the continuation of the path ahead of him, or is he confronted with puzzling breaks and other uncertainties? Does each path have a good sense of direction of where it is going? Are cluttered spaces and ambiguous movements avoided?

- c. Is the viewer presented with a memorable sequence? That is, is there a succession of views, or a rhythm of spatial contrast, motion, and visible activity, or a recurrent sighting and approach to visible goals so that he has a sense of forward progress and can remember the road as a vivid succession of events?
- d. Are the intersections clearly identified, with the intersecting path exposed, and the necessary maneuvers clearly evident? Are other confusing decision points avoided?
- e. Does the view from the main routes expose the major city elements, activities, and institutions in a recognizable way and does it make clear how to reach them?
- f. Are visual connections made to major features just outside the city or to key metropolitan destinations? Is the city, or a visual symbol of it, visible from the main paths outside the city boundaries? Are entrances and exits to the city clearly marked?

4 -- Whole: Finally, we can ask some questions about the visual structure of the city as a whole:

- a. Is there a coherent public image of the city as a whole? Can the major paths, centers, and neighborhoods be remembered as a map or sequence pattern? What are the common confusions or blank spots in this public image, and what future difficulties can be foreseen due to predictable changes in the City?
- b. Is the significant history and the predictable future of the city visible to the general observer? Is the basic natural setting exposed to him?
- c. Can this observer, from the major routes and public places, develop an image of the city which matches its basic social, functional, and physical character? Are there points accessible to him from which he can, at least symbolically, see the city as a whole?

URBANSCAPE SCENIC HIGHWAY GUIDELINES

1. Delineation and Design: The concept of a "complete highway," enunciated by the American Association of State Highway Officials many years ago as a highway which incorporates not only safety, utility and economy, but also beauty, should be a goal in all highway planning and design. This concept is carried one step further on urban-landscape scenic highways. All aspects of planning, design and construction of an urban-landscape scenic highway should integrate the highway with the surrounding environment, and measures are taken to protect and enhance the visual resources adjacent to the road and its right of way.

The urban-landscape scenic highway encompasses two elements:

(1) the road and its right of way; (2) the scenic corridor extending out to variable distances beyond the right of way. The scenic corridor, the bands of land generally adjacent to the highway right of way, complete the visual appearance of the total composition of the urban-landscape scenic highway. The boundaries of the scenic corridor are usually delineated by the range of visibility from the highway. The lateral extent of these corridors will vary with the natural characteristics of the landscape as viewed by the motorist and, in urban areas, the characteristics of the urban-landscape.

Scenic corridors are the foundation of any plan of urban-landscape scenic highways. A scenic corridor gives a scenic highway its principal significance. It includes elements which make up outstanding visual scenes and the facilities for enjoying them. These may be within the immediate roadside area or they may be part of a sweeping distant panorama.

The functions of a road and its right-of-way designated as an urban-landscape scenic highway are twofold: (1) provide a safe and efficient link in the City's circulation element; and (2) remain compatible with arterial beautification scenic corridor protection and enhancement objectives.

The following elements should be considered in the delineation and design of arterial urban-landscape scenic highway rights of way:

- a. The road and its appurtenances (drainage ditches, culverts, drop inlets, bridges, etc.).
- b. A buffer to screen out unsightly features existing outside the right of way.

- c. Small, outstanding scenic features abutting the scenic highway for which an easement would not be applicable or which may be destroyed by association with the highway without the application of necessary protective measures.
- d. Parallel pedestrian and bicycle trails and vista points.
- e. Adequate right-of-way for necessary protective planting and landscaping.

Since it is usually desirable to include highway-related facilities such as pedestrian and bicycle trails, a wider-than-normal highway width may be desirable.

2. Treatment of the Right-of-Way: The treatment of landscaping and the handling of structures within the right-of-way should be guided by the following criteria:
 - a. As a general rule, little landscape work should be done, except for specific utility objectives such as protective planting. Where natural features have been obliterated, considerable grading, planting, and irrigation will be required to restore a scenic effect and highlight attractive urbanscapes.
 - b. Landscaping and grading should be done for screening unsightly features existing outside the right-of-way, reducing scars from earthwork, controlling drainage and erosion, restoring a natural appearance of creating an elongated park, framing urban views, and enhancing complementary facilities.
 - c. Culverts, drainage ditches, and other highway appurtenances should follow special design standards expressing the qualities of the urban landscape scenic corridor as distinct from other highways.
 - d. Overhead utility transmission and distribution lines should not be allowed in the right-of-way unless naturally or artificially concealed from the roadway.
 - e. A wide planted median strip, or even complete lane separation, is desirable and should be utilized when feasible. This will produce safer and more pleasant driving and more viewing opportunities.
3. Specific Plan: The City of Alhambra should have an adopted specific plan for the urban landscape scenic highway corridor under the authority of the Government Code, Sections 65600 through 65704. (Note: Plans proposed by developers may be adopted by the City as specific urban landscape scenic highway corridor plans provided these plans are in compliance with the intent of the Urban Landscape Scenic Highways Element and the

developer adheres to the necessary actions to protect and enhance the appearance of the corridor.) Prior to approval, the specific plan should be completed only to the point where reviews can determine accurately whether or not it should be approved, what significant modifications are needed, estimates of costs and benefits, and what priority to place on the project.

The specific plan should be developed completely after approval, but before work begins on the project. The specific plan should:

- a. Specify the important landscape and urbanscape resources that can be explored or viewed from the highway.
 - b. Describe the precise alignment of the highway and boundaries of the urbanscape scenic corridor.
 - c. Indicate how the urbanscape scenic highway project is integrated with other aspects of land use and the General Plan.
 - d. Specify the treatment and protection the highway and corridor are to receive; i.e., land use controls, landscape control, land acquisition needs, construction standards, type and location of complementary facilities, and where applicable, establish regulations and guidelines regarding building heights and setbacks, signs and outdoor advertising, placement of utilities and undergrounding of utility lines, cover and screening of earthwork operations, erosion control, preservation and restoration of the natural conditions, preservation and restoration of plant material, clearing for views, site planning and architectural and landscape design in private development, property maintenance, and public uses within the corridor.
 - e. Specify at least two alternative costs and benefits evaluations: one alternative identifying the costs and benefits that would normally be incurred without developing the highway and corridor to urbanscape scenic highway standards; and a second alternative specifying costs and benefits that would result from developing the highway and corridor to urbanscape scenic highway standards.
 - f. Specify sources of funding.
 - g. Specify responsibility for implementing the specific plan.
4. Land Use Controls: Land use controls consistent with the specific plan should be in effect over the entire corridor.

- a. Zoning: The zoning ordinance/urbanscape should give particular attention to urbanscape scenic values and to the protection of the corridor. This ordinance should include control of the following matters: architectural review, site plan review, land uses, building heights, building setbacks, residential density, building coverage, lot area, on-premise signs, outdoor advertising, screening and landscaping. The zoning maps should show the corridor boundaries within which added controls should be in effect.
- b. Transfer of public lands: Should any land in public ownership be sold or exchanged, appropriate and enforceable restrictions which would carry out the intent of the urbanscape scenic highway program should be written in the deed by the public agency disposing of the land. Transfer to another public agency should be explored first, as well as lease or lease-back to a private party.
- c. Gifts and dedication: Gifts and dedication of land to a public agency should be encouraged and accepted.
- d. Tax delinquent properties: Tax delinquent properties acquired by foreclosure should be retained by the public agency or sold with appropriate restrictions.
- e. Easements: When public uses are not contemplated, the acquisition of development rights of scenic easements should be actively pursued by public agencies. These lesser property rights retain the land on the tax rolls--if at a lower rate--leave responsibility for maintenance with the private owner, allow private uses compatible with the urbanscape scenic highway program and may be acquired at a lower cost than outright purchase.
- f. Urban renewal: The complex program of governmental actions involved in urban renewal and redevelopment projects could be utilized in some cases for the improvement of the scenic corridor.
- g. Building heights and setbacks: Heights and setbacks of structures should be controlled so as not to obstruct important views. A variety of standards should be applied in order to achieve this purpose under different conditions.
- h. Screening: Unsightly uses such as junk yards should not be allowed. Those existing or indispensable should be inconspicuously located or screened from the highway by effective planting, grading, and fences.
- i. Building code: A strict enforcement of the building code can significantly, though indirectly, contribute to the improvement of aesthetic qualities.

5. Maintenance Controls:

- a. Housing code: A strict enforcement of a housing code and abatement of violations, as in an urban renewal project, should also be considered as part of this program.
- b. Litter control: An anti-litter ordinance should be effectively enforced. Public areas under the jurisdiction of the City should be carefully maintained.
- c. Weed and insect control: Attention should be given to the use of weed and insect control measures to eliminate unsightly conditions in the corridor.
- d. Native wild flower planting: Along with the protective erosion planting and landscaping, establishment of a native flower planting program should be given consideration in current open space areas.

6. Public Lands and Easements:

- a. Management: Protection of lands under the direct jurisdiction of Federal, State, or local agencies should be achieved through the land management practices of these agencies.
- b. Public works: Public works operations beyond the scenic highway itself should be reviewed for their compliance with the intent of the program. City streets, public signs, etc., should conform to the standards of this program.
- c. Trees: Programs of street tree planting and landscaping of public grounds should be undertaken by the appropriate public agencies.

7. Signs and Outdoor Advertising:

- a. On-premise signs: The size, height, number, and type of on-premise signs allowed should be the minimum necessary for identification.
- b. Outdoor advertising: No off-premise outdoor advertising should be allowed in the urban landscape corridor. Provision should be made for eventual elimination of existing structures. Information panels for advance notice to the motorists should be provided in public or commercial information sites appropriately designated.
- c. Signs and outdoor advertising: Sign and outdoor advertising controls should be reviewed in their urban context and relate to such considerations as: protection of urban views, compliance with public safety, and respect for the proportionate and orderly appearance of

advertising in relation to the environment.

- d. The city should adopt a sign ordinance promoting safety and aesthetics. Decisions regarding the contents of a sign ordinance are usually posed as a dilemma which requires a choice to be made between aesthetics (community appearance) on one hand, and economics (community prosperity) on the other hand. No such dilemma actually exists. Studies have shown that the sign ordinance that best serves the business community will, at the same time, eliminate the "sign blight" that now tarnishes the image of certain urban areas. The primary objectives of a sign ordinance is to assist the businessman in communicating his identity to the motoring public. This objective is best achieved when the total amount of information displayed along a boulevard is limited to a level that can be absorbed by the motorist.
- e. California cities have "all the tools they need in order to create a good sign image," according to the California Roadside Council. In fact, "any reasonable regulation which either promotes public safety or the general welfare may be expected to be upheld by the courts."

More specifically, the City of Alhambra may regulate signs according to size, height, location, number per parcel or business, or other physical attribute. Billboards, in addition, may be banned altogether.

- f. The sign ordinance should make provision for amortization. Non-conforming signs should be removed after a time period which allows the owner a reasonable opportunity to amortize his investment. In most cases, the amortization period will be less than five years.

8. Utility Lines:

- a. Underground placement: New or relocated utility lines should be placed underground whenever feasible. Consideration should be given to the placement underground of existing overhead lines.
- b. Location of overhead lines: When overhead lines are indispensable, poles and wires should be located so as to be inconspicuous from the highway. Use of poles of an improved design should be considered. Combined or adjacent right-of-way and common poles should be used whenever feasible.

9. Planting and Landscaping:

- a. Preservation: Existing specimens and stands of trees and other plant materials of outstanding values should be preserved.

- b. Planting: Tree planting should be carried out, based on visual impact from the highway. The consistent use of one type of tree on a particular urban­scape scenic highway, planted in regular intervals, can impart a sense of order and continuity appropriate to major through streets.
- c. Identity: Informal, diverse patterns of planting and varieties of plant materials can act as an appropriate indication of local residential streets versus major through streets.
- d. Large-scale landscaping: Protect and promote large-scale landscaping and open space that define districts and topography in urban­scape scenic corridors.

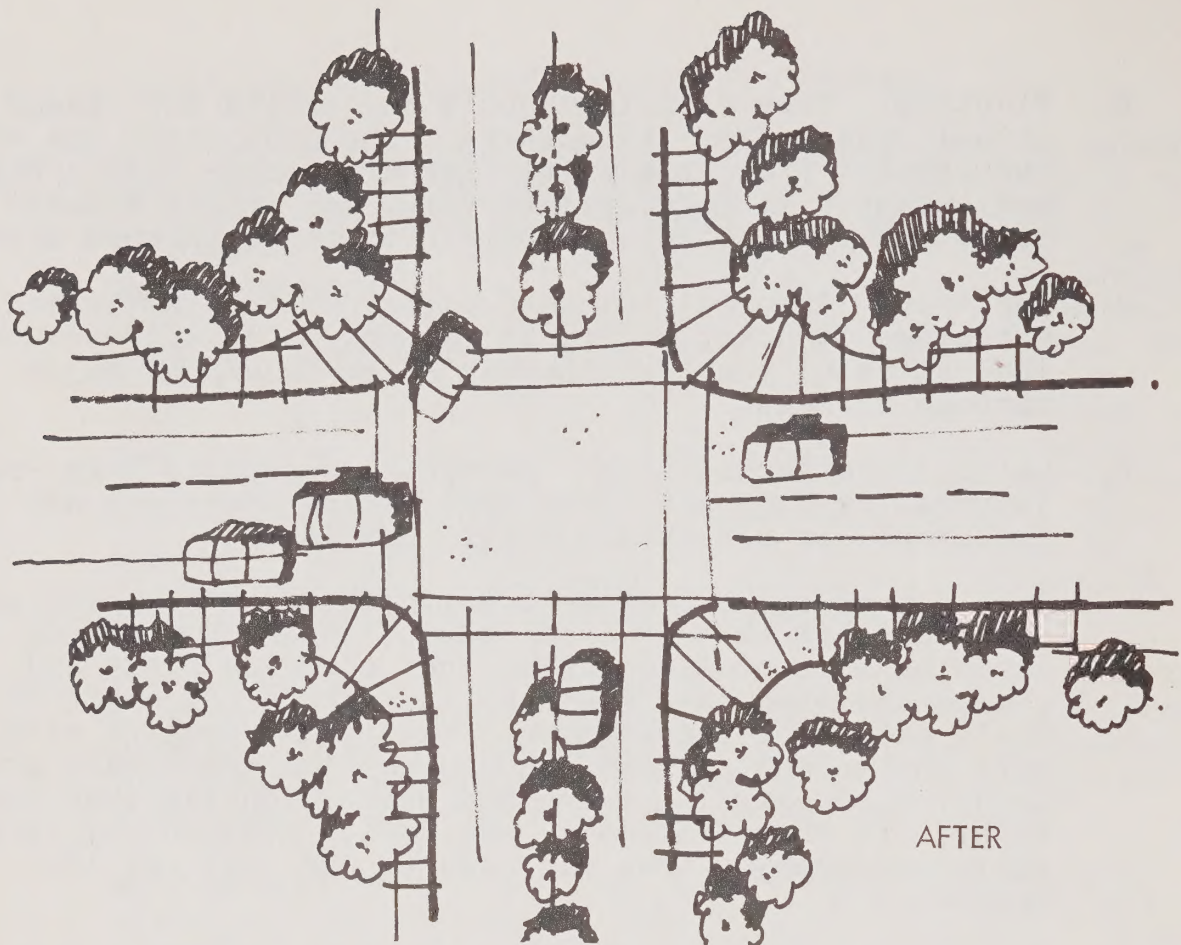
Open spaces could provide a unifying and often continuous framework through a corridor. These open spaces could be most prominent when they occur on hills and ridges and when they contain large trees and other large-scale masses of landscaping. Future landscaping efforts, both public and private, should be directed toward preservation of existing trees and other planting that contribute to this framework, and toward addition of large-scale landscaping that will add to and fill out the framework.

Where open spaces of any kind can be made more prominent by addition of new or large-scale landscaping, such additions should be made in order to enhance the city pattern and make the open spaces more visible in nearby neighborhoods.

- e. Distinctive landscaping and other features: The design of improvements for street areas, and to some extent for private properties as well, should capitalize on opportunities to emphasize the distinctive nature of districts and neighborhoods in each of the urban­scape scenic corridors.

Street landscaping, in particular, can be selected and designed according to a special theme for each area, providing a sense of place in addition to its other amenities. Planting for public open spaces and on private properties can be carried out in the same way, taking account of established themes and the differences in climate among districts. Distinctiveness can also be imparted by preservation and highlighting of architectural features common to the area and use of special materials and colors in buildings.

- f. Street trees: In an area such as in urban­scape scenic highway corridors, the importance of street trees and other shade devices cannot be overstated. The trees,



INTERSECTIONS OF MAJOR STREETS AND HIGHWAYS CAN BE FOCAL POINTS IN THE COMMUNITY. LOCAL BUSINESS FIRMS AND PROPERTY OWNERS SHOULD BE ENCOURAGED TO PARTICIPATE IN THE COMMUNITY DESIGN PROGRAM.

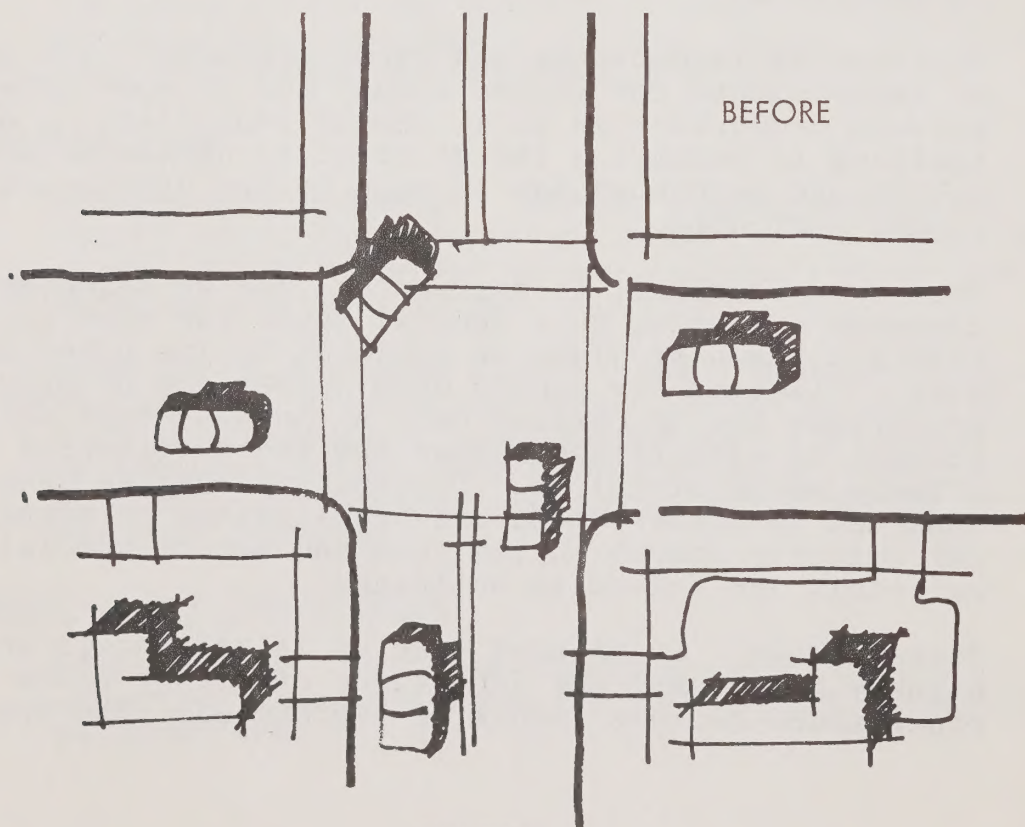


FIGURE 1



STREET IMPROVEMENTS, TREES, AND NEIGHBORHOOD BEAUTIFICATION
CAN PROVIDE ELEMENTS OF CONTINUITY, SHADE, TEXTURE, COLOR
AND FORM -- INGREDIENTS FOR MAKING A BEAUTIFUL CITY.

FIGURE 2



PARKING LOTS AND COMMERCIAL AREAS CAN BE MADE MORE ATTRACTIVE. CONSERVATION AND ENHANCEMENT OF URBAN QUALITIES WILL RESULT IN COMMUNITY PRIDE.

FIGURE 3

forming arbors along the highways, not only beautify the City, but provide essential shade on the sidewalks to make shopping during the summer months a more pleasant experience. In residential areas, trees and fine setbacks establish the approach to homes and create a neighborhood character that is as important to the economic stability of the homes as the maintenance of the buildings themselves. Many trees, especially suited to the Southern California environment, have been identified by local landscape architects and horticulturists.

10. Development Design:

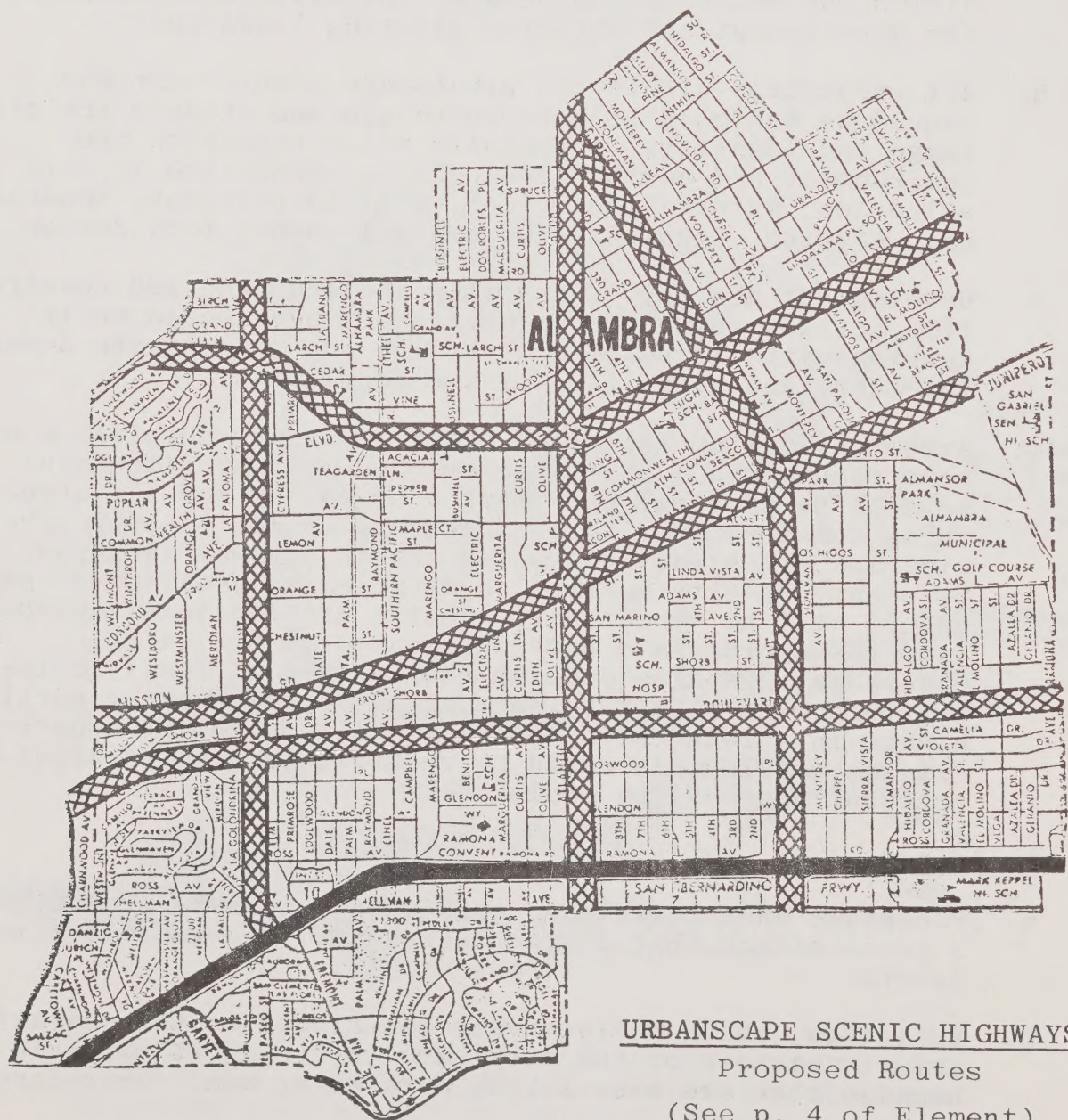
- a. Site planning and architectural and landscape design should result in an attractive appearance from the highway and a harmonious relationship between the various elements of the development and with the existing landscape.
- b. All structures within the urbanscape scenic corridor should be designed to take advantage and enhance the city's image and identity. A definite relationship to the environment and aesthetics should be emphasized in site selection, material selection, traffic patterns, landscaping, signing, lighting, and overall composition design.
- c. Development design: Originality in landscape and construction designs should be encouraged. They should be in keeping with cityscape and skyline and reflect the density, movement, and activities of the population.
- d. Architectural control: In order to assure compliance of this requirement, it is recommended that architectural control be provided as a matter of policy for all structures constructed within urbanscape scenic highway corridors. All structures which are in any way financed by county or city controlled agencies as a matter of procedure will be expected to receive architectural approval from the appropriate body designated by the city. Government agencies outside the control of local legislative bodies should be encouraged to voluntarily participate in a reasonable architectural control procedure. Private development could be required to receive architectural approval by ordinance.

11. Buildings:

- a. Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts.
- b. Buildings, which collectively contribute to the characteristic pattern of the city, are the greatest variable because they are most easily altered by man. Therefore,

the relationships of building forms to one another and to other elements of the city pattern should be moderated so that the effects will be complementary and harmonious.

- c. The general pattern of buildings should emphasize the topographic form of the urban landscape scenic corridor and the importance of centers of activity. It should also help to define street areas and other public open spaces. Individual buildings and other structures should stand out prominently in the city pattern only in exceptional circumstances, where they signify the presence of important community facilities and occupy visual focal points that benefit from buildings and structures of such design.



COMMUNITY DESIGN GENERAL GUIDELINES

These fundamental guidelines reflect the needs and characteristics with which the Community Design Element is concerned and describe measurable and critical urban design relationships in the city pattern.

1. Large-Scale Planting: Strengthen and enhance the City's overall visual structure by use of large-scale planting on certain streets and open spaces. This would enhance the importance of the roadways as both thoroughfares and visual boundaries.
2. Street Trees: In an area such as Alhambra, the importance of street trees and other shade devices cannot be overstated. The trees, forming arbors along the highways, not only beautify the city, but provide essential shade on the sidewalks to make shopping during the summer months a more pleasant experience. In residential areas, trees and fine setbacks establish the approach to homes and create a neighborhood character that is as important to the economic stability of the homes as the maintenance of the buildings themselves. Many trees, especially suited to the Southern California environment, have been identified by local landscape architects and horticulturists.
3. Topography: Emphasize topography in street layouts and building forms to increase clarity of the city's form and image.
 - a. Tall, slender buildings at the tops of hills and low buildings on the slopes and in valleys accentuate the form of the hills.
 - b. Contour streets on hills align buildings to create a pattern of strong horizontal bands that conflict with the hill form.
4. Orientation Points: Secure open space, where possible, to provide clearly visible orientation points and convey information about the presence of recreation space to motorists and pedestrians.
5. Preserving Views: Where open space is secured at tops of hills, preserve views from the open space and visibility of the open space from other areas of the city by limiting the height of surrounding buildings. These spaces can be seen

more easily from a distance and can create a greater sense of spaciousness.

- a. Hilltop open space larger than a block provides views down abutting streets.
 - b. Hilltop open space occupying a single block and surrounded by buildings provides views only from its edges, obliquely down streets.
 - c. Smaller open space on a hill occupying the street right-of-way provides direct views down the street.
6. Landscaped Pathways: Develop landscaped pathways throughout the city which visually and functionally link larger recreation areas, residential neighborhoods, and various other districts.
 7. Major Streets: Make the pattern of major streets more visible and apparent to users of the street system by providing major streets with different types of landscaping and lighting than that of local streets.
 - a. The consistent use of one type of tree, planted in regular intervals, can impart a sense of order and continuity appropriate to major through streets.
 - b. Informal, diverse patterns of planting and varieties of plant materials can act as an appropriate indication of local residential streets.
 - c. The difference between through and local streets can be made clearer by varying the apparent brightness, spread, and color of light, as well as the height, spacing, and scale of street fixtures.
 8. Lighting: Provide special lighting fixtures and vary the quality of light to enhance the identity of districts, distinctive areas, and shopping streets.
 9. Screening Unattractive Elements: Clarify arterial routes by screening unattractive or distracting elements with landscaping when such elements cannot be removed.
 10. Development Adjacent to Parks: Encourage strong and organized development adjacent to parks to create an effective contrast and make the street space between the two a pleasing space to be in. Weak and disorganized development adjacent to parks neither complements nor effectively contrasts with the park edge.
 11. Distinctive Identification: Distinctively identify transit routes, stops, and transfer points by signs, landscaping,

and illumination in order to make these places more easily understood and remembered.

- a. Attractive, easily seen symbols at the bus stops that indicate the type of service and the route can facilitate use of the transit system.
- b. The importance of transfer points can be expressed by the amount and type of landscaping, provision of shelters for waiting passengers, and nighttime lighting.
- c. Continue the establishment of an individual and distinctive identity by encouraging the highest quality design in architecture, landscape architecture, sign graphics, and in the design of street furniture and fixtures.

12. Design Review: Use the Planning Commission as a special "Design Review Board" to formulate a vocabulary which will interpret the Alhambra theme in all displays. The design vocabulary should include recommended materials, colors, textures, forms, and graphics to guide new construction of both civic and private projects and provide detailed models of community objects such as street furniture, signs, and other landscape features. The Design Review Board should also continue to advise the city on the most appropriate design for public facilities.
13. Freeway Planting: Encourage the State to install the highest quality of planting along the San Bernardino and future Long Beach Freeways to ensure the compatibility of the freeways with the total environment of the city.
14. Parking Lots Ordinance: Develop new requirements in the zoning ordinance to improve the appearance of parking lots and other areas devoted to automobile use.
15. Landscaping Ordinance: Prepare new requirements in the zoning ordinance for building and landscaping in order to encourage quality development.
16. Neighborhood Focal Point: Parks and public schools provide a potential for creating a visual neighborhood focal point. Strive to improve the design and function of these land uses to enhance neighborhood appearance.
17. Commercial Development: Improve the appearance of all commercial development in the central business district, highway commerce and outlying neighborhood shopping areas. These areas, if properly regulated and landscaped, can become a visual asset to the community. Regulations should be included in the zoning ordinance for the following:

- a. Size, character, lighting, and location of all business signs.
 - b. Architecture of buildings and structures subject to review and approval by a Design Review Board.
 - c. Landscape treatment of area between street rights of way and building lines.
 - d. Prohibit indiscriminate outdoor display or storage of merchandise.
18. Industrial Development: The visual quality of all industrial development should be kept at a high level. The zoning ordinance should require a deep landscaped setback along all thoroughfares.
19. Vacant Land: Vacant land awaiting development should be maintained and not become a visual liability to the City. The City should utilize existing building codes to force removal of abandoned structures. A weed abatement and property maintenance ordinance should be adopted for removal of weeds, debris, and unsightly storage from private property.
20. Clarity of Routes: Many types of improvements can be made in street areas and in their surroundings to provide greater clarity and increase the ease of travel. Once such improvements have been made, adequate maintenance of them is of equal importance.
- a. Among the least difficult actions would be development of a better system of identifying and directional signs, through improvement of verbal messages, symbols, graphic design and sign placement.
 - b. Although trafficway signs should be improved, the purpose and direction of traffic channels should also be made as clear as possible through design of the channels themselves. The roadway should be consistent in width and materials, with channels separated by islands and dividers where possible and changes of direction made distinct. At intersections, the differences in importance and function of the intersecting streets should be made visually clear by differences in roadway width, landscaping and lighting. The number of streets intersecting at one point should be minimized, and signs and traffic control devices should be adequate to indicate the movements permitted in all traffic lanes.
 - c. The roadway environment should be simplified and made attractive through screening of distracting and unsightly elements by landscaping, walls and buildings. The clutter of wires, signs and disordered development should be reduced. Conflict between unnecessary private signs and street directional signs should be avoided.

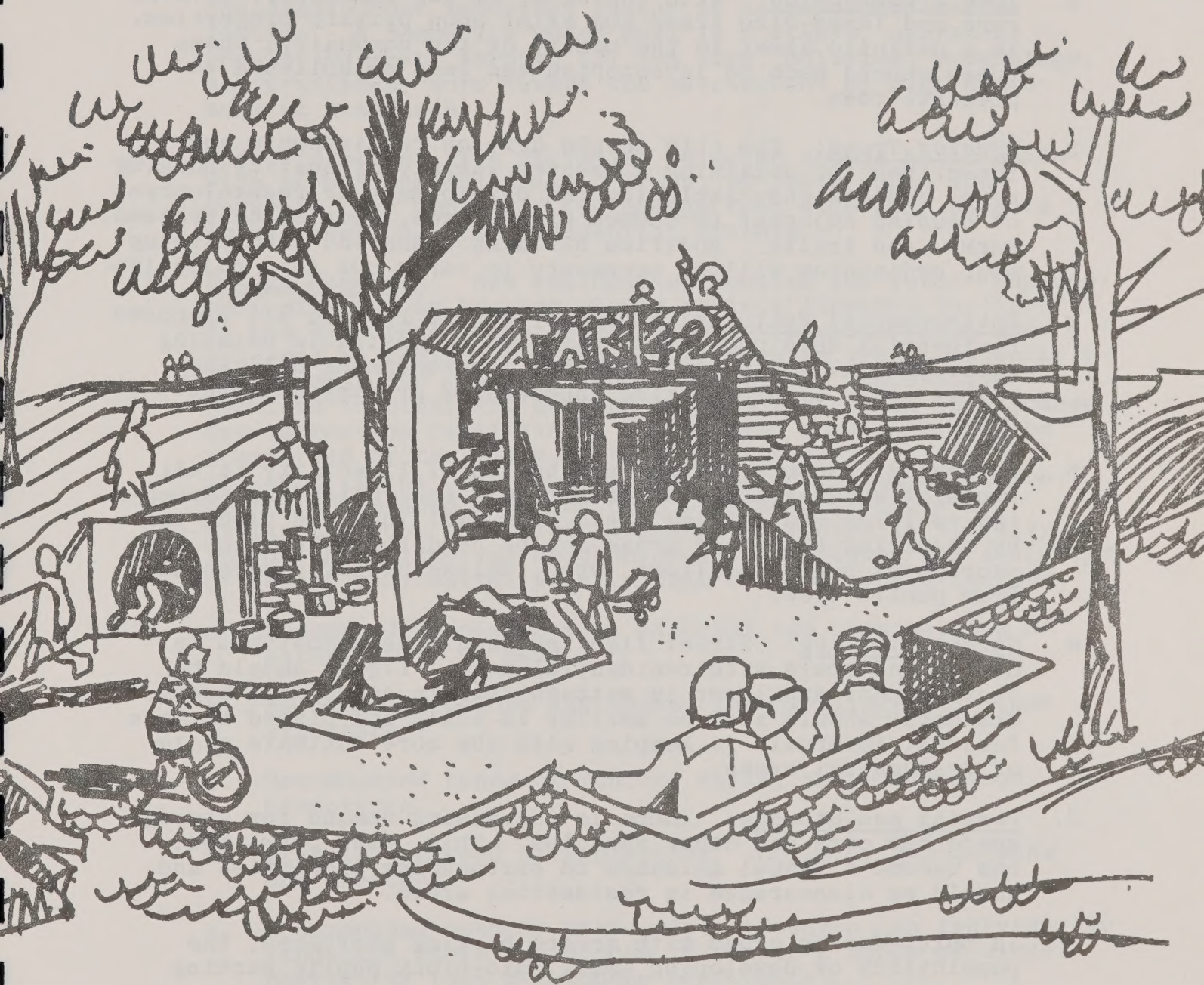
d. Clarity of routes is of similar importance for transit riders. Legible and frequent traffic way signs and an ordered roadway environment will assist these riders. Other improvements should be made in the vicinity of transit stops. These include: wider sidewalks, landscaping, lighting and waiting shelters to help identify the stops, and better signs at stops and on vehicles to explain routes, types and frequency of service, and transfer points.

21. Voluntary Programs: Private commercial, industrial, and residential development can, if properly regulated or otherwise induced, make significant contributions of the community appearance program. Since the City's ability to enforce attractive development is somewhat limited, voluntary programs with clearly-defined objectives may prove to be the most effective means of bringing about good private development. Showing, by example, the kind of architecture and landscaping desired in the city may prove a most effective means of securing high quality development.
22. Maintenance Responsibilities: Community appearance programs must include provisions for maintenance responsibilities such as trash pickup, weed abatement, street cleaning, policing litter and dumping violations, and removal of unsafe, unsightly structures, or storage on private property. The formulation of volunteer neighborhood "action" groups should be encouraged. School children should be involved in "Arbor Day" programs to help them identify with their city as soon as possible. Good citizenship is a direct response to the exercise of pride and responsibility. All utilities serving residential areas should be underground.
23. Homeowners Associations: One of the most important devices in maintaining the quality of the neighborhood is the homeowners association. These voluntary organizations can also be the basis for the improvement of existing conditions by formation of special improvement districts to secure those amenities or necessities that may have been omitted in the original subdivision of the property. Curbs, gutters, sidewalks, street lighting, street trees, sewers, and other similar improvements are usually provided in older areas by this technique.

COMMUNITY DESIGN GUIDELINES FOR RESIDENTIAL AREAS

Over a period of many years, several programs and guidelines may be applied within residential areas to heighten the visual quality of existing and future developments.

1. Streets, Sidewalks, Planting: Fortunately, in Alhambra most residential streets have been designed wide enough to serve local traffic and visitor parking, too. They should be landscaped with trees that tend to relate rather than separate the houses on each side. From a visual standpoint, long, through streets in residential areas are less desirable than short and/or curved ones, whose ever-changing vistas relieve the uniform, monotonous building setbacks, particularly in apartment areas.
 - a. The possibility of cutting off long streets and creating cul-de-sacs should be explored. Sometimes, this change can be designed to yield bits of open space which can give visual focus to the neighborhood, as well as a place to meet, sit, or play.
 - b. Tree planting and replacement should be encouraged along rear property lines as a backdrop for buildings, to add fullness, scale, and variety, especially when street planting is sparse and buildings monotonous.
 - c. Straight monotonous streets can be varied by eliminating parking on one side and creating parking bays and planting bays and by varying the sidewalk treatment. All these departures from the conventional design take extra effort, but the result brings about something special for the people in the neighborhood.
 - d. Partial elimination of parking with accompanying widening of planting can enhance residential intersections. The planting must not interfere with visibility.
 - e. Sidewalks adjacent to a curb are satisfactory for short local streets, but should be avoided along arterials other than in commercial or industrial areas. Whenever a planting strip is used between street and walk, it is desirable that the strip be at least ten feet wide.



WHERE CUL-DE-SAC STREETS ABUT RAILROAD RIGHTS-OF-WAY
OR FLOOD CONTROL CHANNELS, SMALL RECREATION AREAS OR
ENTRANCES TO LINEAR PARKWAYS CAN BE DEVELOPED.
COORDINATION BETWEEN CITY DEPARTMENTS MUST BE FOSTERED
BY THE CITY PLANNING DEPARTMENT.

FIGURE 4

- f. When sidewalks are adjacent to a curb and street paving, the sidewalks should be not less than five feet wide.
2. Tree Preservation: With the aging of the community, several rare and large-size trees now exist upon private properties. As a definite asset to the beauty of the community, these trees should each be inventoried and laws established to preserve them.
 3. Housing Types: The city should develop requirements and incentives for obtaining a greater variety of quality housing types and designs, including the development or redevelopment of housing adjacent to common green acres, open space systems, parks, and trails. Modified building codes and land development ordinances will be necessary to carry out this objective.
 4. Environmental Features: The city should require all proposed residential developments to pay heed to desirable existing environmental features. Preserve the remaining hill and valley areas by prohibiting unnecessary grading and over-building.
 5. Screening: Ensure privacy and healthful livability in all types of housing areas by effectively separating and screening vehicles and parking areas from dwellings and yards and by requiring that yard areas not be used for parking or for storage of boats, trailers, etc., unless properly screened from public view.
 6. Street Lighting: Street lighting should be compatible in design and scale with residential uses. Lights should be incandescent and lower in wattage than in commercial areas. Standards should also be smaller in scale and placed at more frequent intervals in keeping with the more intimate scale of residential areas.
 7. Parking and Storage: There is increasing demand for storage space for cars and other vehicles. This, when permitted, can become a visual nuisance to surrounding properties and should be discouraged in residential areas.

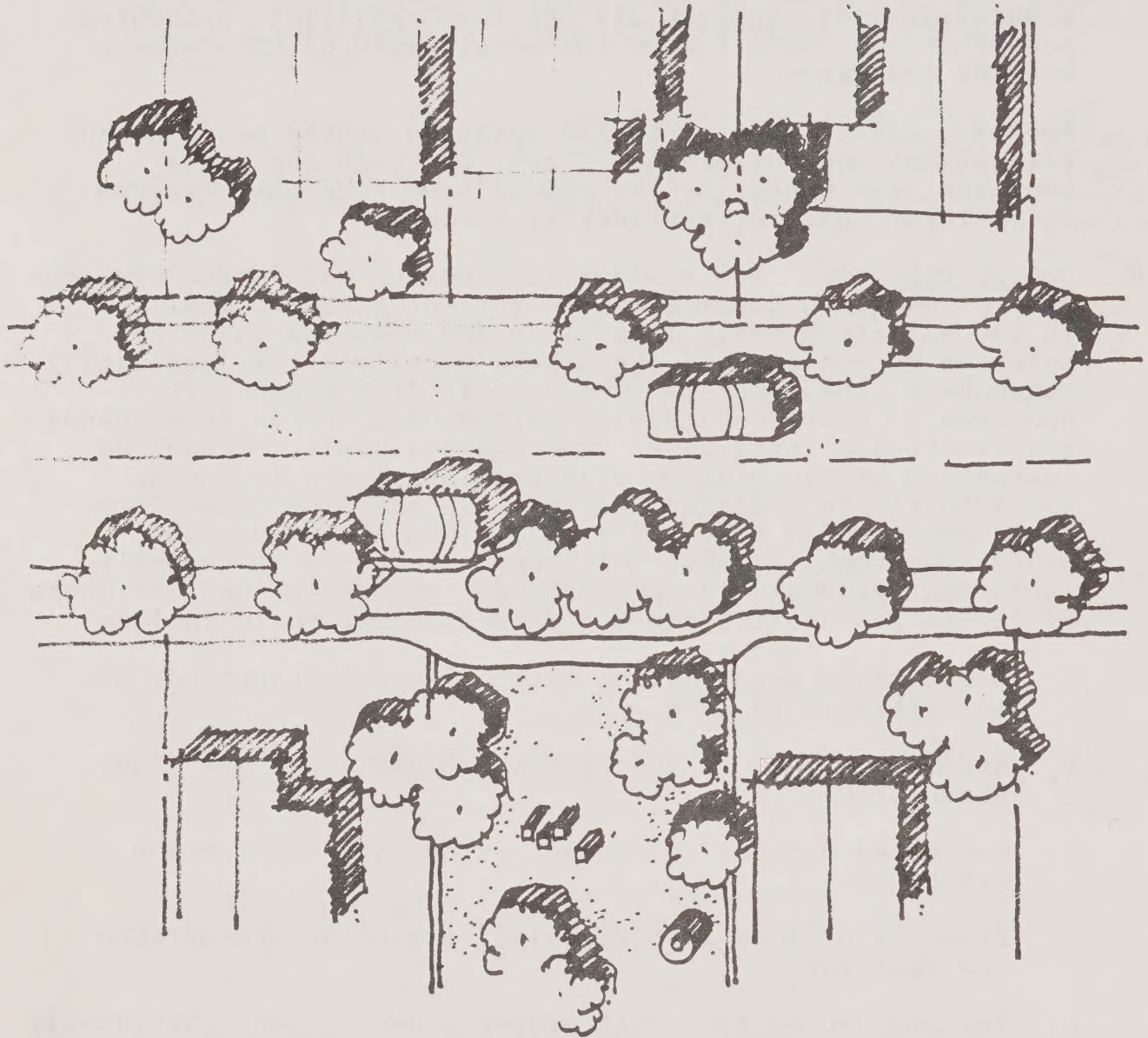
In multi-family areas with severe parking shortages, the possibility of developing small, mid-block public parking lots with spaces to rent might be explored. The design could relate to a small neighborhood park or open space.

8. Utilities: Underground utilities should continue to be required for all new development and overhead lines phased out in developed areas.
9. Maintenance: Maintenance is a continuing concern to which there are no easy answers. The city must set the example by its maintenance of streets and public facilities. It

will then be in a strong position to work with neighborhood residents to achieve desirable maintenance of private property. According to a recent study, "maintenance" is the single most important factor in neighborhood satisfaction. A community whose goal is a stable, permanent population must, through all its laws, policies, preachings, and practices, work toward the maintenance of high house-keeping standards.

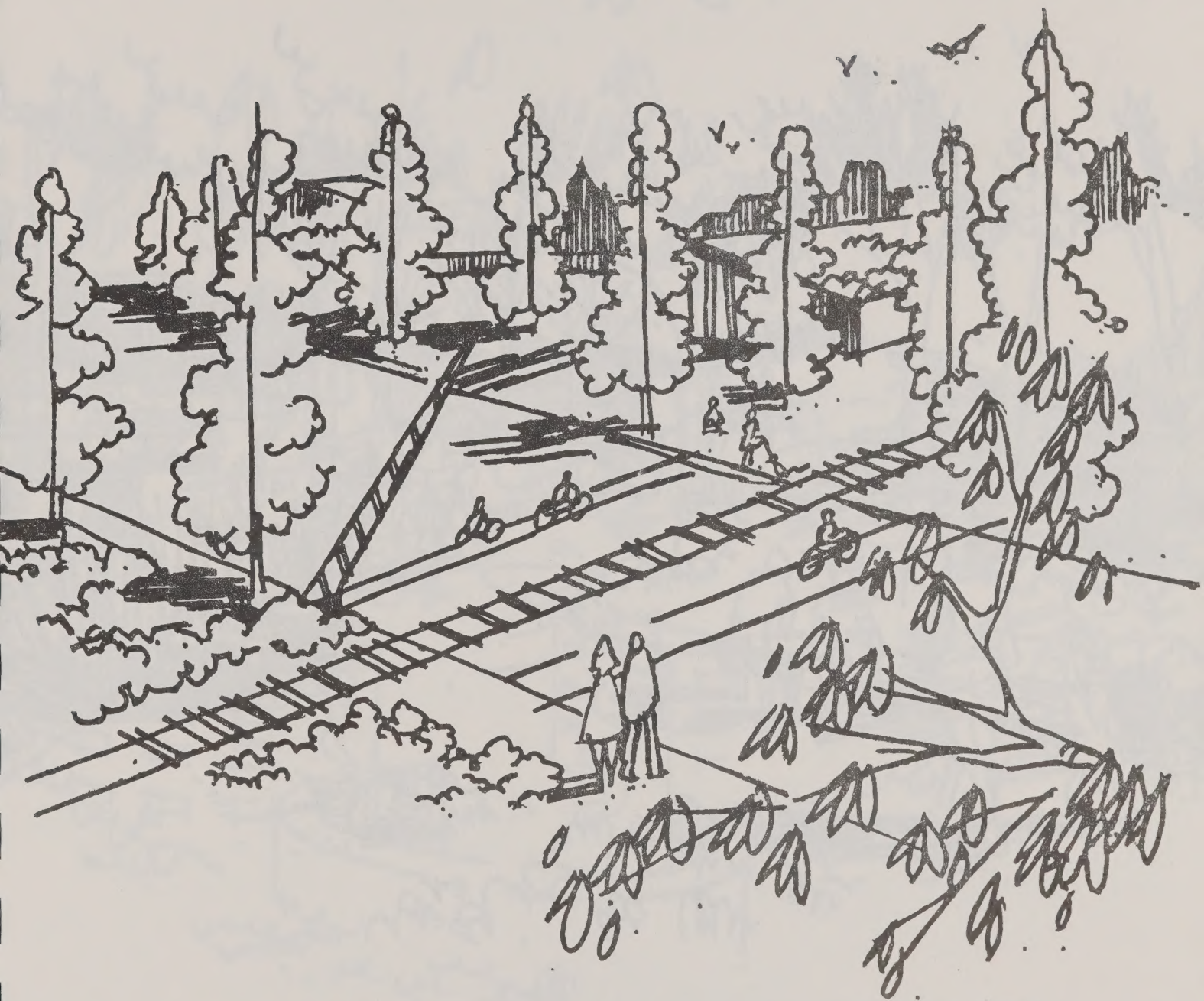
Specific street tree varieties selected should be in scale with street and buildings. Trees, by their scale and sequence, can emphasize the change from wide busy streets to narrower, quieter residential streets.

10. Design Handbook: New residential housing and future replacement of existing housing should reflect "Alhambra Quality." In the R-1 areas, wide large lots and spacious yards are required by zoning. In the higher density areas, especially townhouses, the emphasis should shift from ranch-style openness to clustered housing surrounding common open spaces and recreation facilities. The desired quality cannot be guaranteed by the minimum standards set forth in zoning and subdivision ordinances alone. In addition, therefore, it is recommended that the city publish a brochure or design handbook to assist citizens interested in visually improving residential neighborhoods, developers and designers of future residential areas. This document could include:
 - a. Recommended construction material and combinations of materials to be used.
 - b. Recommended colors and themes for dwellings and other structures.
 - c. Recommended types of fences, walls, and other minor structures.
 - d. Examples of good site planning, including photographs and sketches.
 - e. Recommended methods that property owners can individually landscape their residences to create a sense of visual continuity (not monotonous conformity).
 - f. Other design ideas and details which communicate the desired concepts to those who will design the improvements.
 - g. Recommended ways individual property owners can work together to create neighborhoods with strong visual identities.



SMALL OPEN SPACES EXIST THROUGHOUT THE CITY. MODIFICATION OF SIDEWALK AND PAVEMENT DESIGN CAN HELP TO MAKE ATTRACTIVE SMALL NEIGHBORHOOD PARKS.

FIGURE 5



WALKWAYS AND CYCLEWAYS MUST BE DESIGNED FOR SAFETY,
AS WELL AS UTILITY.

FIGURE 6



PARK AREAS SHOULD PROVIDE OPPORTUNITIES FOR BOTH ACTIVE AND PASSIVE RECREATION. THE MORE ACTIVE RECREATION AREAS SHOULD RELATE TO POPULATION NEEDS AND DISTRIBUTION.

FIGURE 7



LINEAR PARKS PROVIDE A MEANS OF CONNECTING OTHERWISE
ISOLATED PIECES OF THE OPEN SPACE SYSTEM.

FIGURE 8



ATTRACTIVE AND SAFE PASSAGEWAYS AND BRIDGES ARE NEEDED
TO LINK PARK AND RECREATION AREAS.

FIGURE 9

COMMUNITY DESIGN GUIDELINES FOR COMMERCIAL AREAS

The Land Use Element outlines the recommended functional relationships of Alhambra's commercial areas; the Community Design Element presents a series of design guidelines to influence the appearance and operation of commercial areas to create a better quality visual and functional community environment.

1. Commercial Core Areas: At the present time, Alhambra does not have a strong focal point in its Central Business District or the strip commercial area on Main Street, which have historically served as the hub of the community. The core and Main Street lack unifying elements and dominant points of interest. Many store fronts are cluttered with signs that fail to relate to the architectural character and design of the buildings. No coordinated schemes are apparent which would integrate design plans, color schemes, and signing among adjoining property owners. Residential areas in the developing Central Business District are in a state of transition. The General Plan and zoning map sanction this mixture of uses in this transitional area. Unfortunately, these areas have been allowed to develop into a generally disunified, strip commercial area lacking unifying elements.

A. Pedestrian Environment: There is no amenable pedestrian environment downtown.

1. There are few places within the main shopping area to pause and relax in comfort and safety.
2. Because of the lack of trees of significant size, downtown is excessively bright and hot in the summer-time, is unshaded and therefore does not protect the pedestrian from the sun. It is an environment that tends to encourage the visitor and shopper to hurry along rather than seduce him to linger, stroll, window shop, and spend money.
3. The automobile and places to park it provide the prevalent feature of the environment. This, perhaps, is the most outstanding feature of downtown and the very antithesis of what a true downtown environment should be.
4. Until the downtown area is a delightful and pleasant walking environment, it will not be able to compete with newer commercial centers elsewhere that are more concerned with their customers' comfort, all other things being equal.

B. Beautification and Improved Design: Appropriately, the City's Central Business District and the core strip-commercial development along Main Street should be more than just a "downtown" in the usual sense; it should be an effective and viable symbol of the City itself, providing a sense of vitality, unity, purpose, and quality for the Community at large. The forces of commercialization, technology, and other dehumanizing influences have seriously weakened both the symbol and the image of the City in this regard. With a realistic improvement program and guidance from the City, much of the "City Center Area" could be developed into a healthy, attractive community core. Adequate well-designed parking areas, modernization, better looking signs, and landscaping that is attractive and aesthetically-functional, are among the essential ingredients.

The major elements that can contribute to the beautification and improved design of Alhambra's commercial and professional business centers are as follows:

1. Establish a Main Street District revitalization program to ensure the smooth and safe flow of traffic and improve parking, and to create a downtown pedestrian shopper environment segregated from vehicular parking, circulation and service functions, where possible. Efforts in two major directions are prerequisites: (1) a cooperative property owner/municipal government framework must be established, and (2) a physical development plan must be prepared. Revitalization programs should be implemented before decline in personal investments and property maintenance occur. In these areas, programs of reconstruction, landscaping, repainting, minor structural repairs, and certain clearance activities should be expected. These actions, coupled with the active private renewal efforts, will stabilize existing declining sales and create the opportunity for additional investment.
2. Emphasize proper height of walls, width of landscape screening, required plant materials, direction of lighting on advertising devices and in parking areas, and restriction of commercial traffic access to residential areas in order to achieve a more compatible relationship between Alhambra's commercial areas and adjacent residential areas.
3. Introduce landscaping and open spaces within the main shopping areas that will encourage the pedestrian to pause and relax in comfort and safety.

4. Where possible, separate pedestrian paths and interior walkways which afford the pedestrian the maximum protection from vehicular traffic, noise, fumes, and congestion.
5. Introduce focal points of interest and excitement, such as fountains, kiosks, seating areas, graphic displays, and sculpture.
6. Add and improve parking spaces within the Main Street commercial area that are accessible both visually and physically.
7. Within parking areas, use large-scale deciduous trees to reduce the impact of hot, flat expanses of paving and automobile glare.
8. Revitalize or reconstruct a number of the older commercial stores and converted residential structures within the various business areas under a harmonious design scheme.
9. Incorporate use of landscaping and plant materials to soften the sharper building profiles and the hard surfaces of pavement, building stone, and brick.
10. Redesign and improve those signs in the commercial areas that fail to relate to one another or to the architectural character and design of the building upon which they are located.
11. When redesigning intersections, incorporate design elements that will improve traffic flow, enhance major views down streets, and establish a more attractive setting for motorists and pedestrians. A major square or plaza might be desirable at the intersection of some major boulevards.
12. Integrate vest-pocket parks, malls, and plazas into an overall pattern that contributes to beautification and amenity, but also features usable places for relaxation, resting, conversation, and reading.
13. Preserve and enhance older buildings whose facades have architectural interest. A sensitive color scheme might accent the best features of these.
14. The following are some suggestions which might be considered singly or in combination to add to the commercial development proposed:

- (a) A cultural center -- little theater, etc.
- (b) A combination City park and plaza.
- (c) A wine center, including wine-tasting rooms and gardens, and an historical and technological wine industry museum.
- (d) A "fun fair" with carnival or amusement center or park.
- (e) At the time of future extensive redevelopment, a combined planned unit development of multi-family residential units and commercial center of high design quality. Linking cross-malls to the adjoining commercial area would tie the entire core area as a visual and physical unit.

The general proposals as listed above constitute but a small part of those measures needed to bring the Central Business District and other commercial areas into a vital core area and focal point of Alhambra. One of the major proposals of this survey is for the City to follow up any present or future economic, land use, and redevelopment studies of downtown with a detailed and specific urban physical design and beautification plan.

2. Other Commercial Areas: The visual problems evolving from most commercial development in Alhambra is that each establishment is too often conceived and designed as though it existed in a vacuum -- designed only for its own physical and economic requirements, often using materials and signs with no regard to other established or proposed developments. The resulting overall effect is commonly one of visual clutter and confusion.

Alhambra should take the opportunity to remodel the commercial areas that lack unifying elements or dominant points of interest. Typically, commercial establishments are designed and oriented toward the automobile, each strung out along the major thoroughfares, with little landscaping and an abundance of signs. There is little accommodation of the pedestrian or the motorist once he has exited his car. He is required to wade through endless rows of parked cars and to hurriedly duck in and out of driving aisles. He is not persuaded to remain, nor to enjoy his surroundings, but rather encouraged to move swiftly from car to shop -- from shop to car -- and away.

Several measures and programs could be initiated by the City to heighten the visual quality and appeal of existing and future commercial developments:

- A. Establishment of a Design Review Board to provide guidance and cooperation among the business establishments and to encourage harmonious and attractively designed structures within all commercial areas. Where possible, commercial complexes should be developed according to some unified architectural treatment and should provide space and amenities for the pedestrian and for relaxation.
- B. Strip commercial development should be discouraged from expanding into the residential areas of the City.
- C. Parking and sales lots, plus open storage areas, should all be partially screened and landscaped.
- D. The number and size of signs within commercial areas should be substantially reduced, and all businesses encouraged to blend signs with the architecture and with other signs in the area.
- E. Franchise roadside establishments, including service stations, drive-in eating establishments, etc., should each be compelled to observe and conform to appropriate design standards.
- F. Emphasize the pedestrian aspects of neighborhood shopping areas in order to achieve a proper relationship between commercial areas, shoppers, and automobiles.
 - 1. Proposals to locate or redesign any future neighborhood shopping facilities should be closely examined to ensure that the function to be performed is oriented to the adjacent neighborhood. Commercial development proposals, which would appear to be more directed toward the highway traveler or to a large-scale market area, should be discouraged from locating in areas where neighborhood facilities would be more appropriate.
 - 2. Requirements should be made for efficient highway commercial-vehicle parking development. Particularly, it is recommended that parking areas be screened from view by adjacent residential areas and that no commercial area parking lots exit onto residential streets.



STREET FURNITURE AND PAVEMENT CHANGES CAN BE UTILIZED TO ENHANCE THE CONCEPT OF URBAN CONSERVATION. NIGHT LIGHTING, SAFETY, AND CONVENIENCE ARE MAJOR CONSIDERATIONS IN ESTABLISHING PRIORITIES FOR THE DESIGNER TO CONSIDER.

FIGURE 10

COMMUNITY DESIGN GUIDELINES FOR ENTRANCEWAYS

Major streets, perhaps more than any other feature of a City, contribute to beautification, or to ugliness. Typically, they collect all varieties of uses, many of which tend to be garish, poorly designed, inadequately landscaped, and over-signed; or they are long corridors of visual blight, with nothing to be seen in the distance and many sights to be avoided on either side. Often the paved area is unnecessarily wide, creating a vast sea of asphalt or concrete. Only when major streets are tree-lined and/or have planted median strips plus restrained commercial development, do we appreciate the potential for beauty.

1. Objectives: The objectives to be achieved in the establishment and protection of attractive entranceways are as follows:
 - A. To provide the traveler with a defined sense of entry into the City, employing a sequential experience appropriate to the changing scale and physical requirements as one moves from less densely to densely developed urban areas or from one community to another.
 - B. To announce to visitor and citizen alike that he is entering a distinctive community with a sense of community identity and character -- an agglomeration of differing interests and people which has achieved a physical order and unity.
2. Implementation: Major elements which can contribute to the achievement of these objectives are as follows:
 - A. Major focal points such as intersections should receive special landscaping treatment.
 - B. Common signing, customized and distinctive, should be employed along all major entranceways.
 - C. The less attractive features along the entranceways should be forced back further from the road if possible and, in any case, screening should be required.
 - D. The railroad route through Alhambra should be screened where the tracks intersect other entranceways, especially near the City limits where the railroad will not be fully lowered as in other areas of the City.

E. Traffic circles, planted triangles and similar intersectional details should be introduced wherever the flow of traffic and the beauty of the City can be enhanced.

F. The sequential entry experience could be highlighted through some of the following:

1. Trees:

- (a) The use of larger trees in less densely developed areas, with a gradual reduction in size of the dominant tree varieties as the more intimate scale of compact urban development is encountered.
- (b) A reduction in spacing of trees as the City core is approached, reflecting both the reduction in automobile speed and the greater need for more continuous shade as pedestrian and parking considerations become more important.
- (c) A more regular planting arrangement as the less densely developed residential areas evolve into the more ordered City.
- (d) A planting sequence should lead to a greater use of foliage along major streets in urban areas to supplement trees and ornamental walls. Planting absorbs noise, dirt, fumes and heat, and provides visual relief for the motorist, the pedestrian, and the adjacent residents.
- (e) The establishment of median planting along the major entranceways and thoroughfares. This type of roadway planting has the strongest visual impact on vehicular traffic, and it serves the dual function of providing orientation for the major traffic system and allowing for the safety factor of left-turn lanes and separated traffic flows.
- (f) The use of a sequence of foliage colors and/or textures.
- (g) The use of curves to provide a sequence of minor focal points or "goals" as the core is approached. This would probably necessitate an expanded right-of-way at these points.

2. Lights:

- (a) A possible sequence of lights whereby brighter, more ordered, more closely spaced urban lighting could evolve from a looser, more widely-spaced pattern at the City's edge. Care must be taken not to "over" light in an area.

3. Combinations:

- (a) Any of the above sequential approaches could be used singly or in combination.

4. Each Entry as a Separate Identity:

- (a) Preferably, all entrys would conform to whatever theme was established in order to reinforce the overall unity of the City, but each entry should feature variations which would reflect the specific situation.

- G. A clean-up and paint-up campaign, including elimination or improvement of all worn out or unattractive features should be pursued. As a start, this program could begin along these major entranceways. Hopefully, the rest of the Community would be encouraged to follow the lead.

COMMUNITY DESIGN GUIDELINES
FOR PUBLIC BUILDINGS

A great opportunity to provide a unifying theme and symbol of civic identity and cooperation is generally missed by a City's various public agencies. This is because it is not an accepted goal to treat all public structures, signs, street furniture, and other improvements as parts of a unified whole, with a theme based on continuity of style, colors, materials, textures, and forms in various combinations. The design objectives and proposals for public buildings are as follows:

1. To achieve a high standard of excellence in the design of all public buildings and their grounds, especially in the Central Business District and all proposed and existing buildings; e.g., Civic Center, Fire Stations, City Yards, Schools, etc. An architectural theme could be established for all future public buildings; similarly, a quality design theme might also be applied to commercial structures.
2. To ensure that compatible buildings and uses are constructed around the Civic Center so that its maximum potential can be realized and to protect the major investment of taxpayers in their public buildings. The Civic Center, and other future public structures, have the potential, by example, to inspire public pride and perhaps finer efforts from the private sector.
3. To encourage proper arrangement of public buildings so as to maximize the opportunities for providing landscaped plazas and other open and usable areas.
4. To recognize and insist upon the implementation of the important role which can be played by public school buildings and facilities as amenities to enhance the appearance of the community.
5. To encourage good design and landscaping of all school buildings and yards. This can be done with due regard for reasonable maintenance.
6. To preserve and enhance structures of architectural and historic interest in order to break the monotony of standardized modern design and to create a link to the historic past of Alhambra.

GUIDELINES FOR ACTION

Few of the above objectives and proposals, whether modest or grandiose, have much chance of success or follow through unless the citizenry becomes aware of and involved in the problems and appreciates the desirability of solving them. Economic growth, the usual primary impetus to alteration in the City's form, should not alone constitute a goal but instead be considered a means by which a planned framework of goals may be achieved. Growth and redevelopment too often lead to urban sprawl with visual monotony and chaos; piecemeal ideas and efforts tend to be unsuccessful unless part of an overall visual unity, but also because a maintenance program is much more difficult to sustain unless operating within a well-established overall program.

But, selling beautification goals is not an easy matter; the basic difficulty is often the average citizen's inability to perceive the ways and means for achieving a significantly better living environment. Beauty and amenity is erroneously thought of as a fringe benefit or afterthought, rather than in its true role as an integral part of the pursuit of a better life.

The following measures can be employed to accomplish the objectives and proposals of the Scenic Highways and Community Design Elements:

1. Community Education Programs on Environmental Design Appreciation:

- A. Poll: Seek involvement of individuals and groups by getting opinions, introducing them to the problems, and suggesting further sources of knowledge.
- B. School Programs: To inform, involve, and educate the children; involvement of tomorrow's decision-makers may even have an influence on their parents.
- C. Newspaper Coverage and Support: Environmental columns with regular and guest columnists.
- D. Public Meetings: A series of meetings for the public with slides, plans, models, and movies of efforts by other communities, combined with short lectures and open-forum discussions.
- E. City Beautification Committee: Establish a City Beautification Committee and/or a Community Design Review Committee.

2. Community Action Programs:

- A. A private citizens' civic improvement drive could be initiated to stimulate private property owners to upgrade their own properties through planting, painting, and trash and junk removal, on a regular, continuing basis. This may be accomplished by:
1. An annual City-sponsored celebration with honorary awards and prizes of value.
 2. Contributions by City garden or service clubs of selected tree varieties or paints, depending on a predetermined planting or color scheme for particular areas of the City, to be utilized by the owner on his property.
 3. Tree adoption program, which would require through a City ordinance that no good sized tree may be destroyed without prior registration at City Hall. The City would then photograph it and keep it on file for a determined period of time -- perhaps 30 to 60 days. If the property owner wanting to be rid of the tree is contacted by someone wanting the tree, the claimant may hire a contractor (or possibly be aided partially by the City) to remove and replant the tree on his property. If the tree remains unclaimed for the stated period, it may be cut down.

3. Municipal Capital Improvements and Public Buildings:

- A. All City properties should be developed to a high level of amenity and visual delight. The City's beautification efforts require this kind of exemplary leadership and example by the City. It is recommended that the City's current leadership in this area be continued at the Civic Center site, along all public rights-of-way, and on all City properties.

4. Private Development:

- A. A comprehensive beautification plan and program should include as a goal the beautification of private properties. Such a plan and program should indicate that zoning ordinance provisions shall be enacted to ensure that beautification and high standards of design are to be achieved for each privately sponsored development, especially in prominent commercial, industrial, and multi-family residential areas.

- B. To require through zoning ordinance provisions that all new private development supply a suitable minimum amount of usable open space; plant trees which will in time provide significant scale as well as desirable amounts of shade; landscape and screen all open uses and parking lots; perhaps in selected areas, encourage the development of some buildings to a certain height in order to create variety in building form; design signs into the architecture rather than attach them as after-thoughts; consider rear yards facing alleys and parking lots as alternate "interior fronts", pleasing or interior block orientation spaces and use areas rather than rear yard entrances, and design them accordingly.
- C. To require developers to set aside open space which they would develop and maintain to a certain degree of quality as provided for by performance bonds.
- D. The City should encourage the use of professional designers for private projects, particularly in commercial areas, and to establish incentive and award programs for distinguished and exemplary site planning and architectural improvements.
- E. Encourage property owners to upgrade existing private developments.
- F. Specialized standards of architectural control should be adopted in order to restrain the standardized designs of franchised eating establishments and some service stations. While the City may want to accommodate the desire of these establishments to recreate their own unique tradework in Alhambra, as they do elsewhere, it is important that the City announce that some of the garish, extreme and poorly executed building designs associated with these establishments will be rejected in Alhambra and that more compatible building designs and landscape treatments shall be required.
- G. To establish a City of Alhambra Design Review Committee, composed of City officials and members of the design professions. This committee should establish criteria and standards for site planning, landscaping and screening, and review and suggest design improvements to all private property in all zones other than single-family residential. An intermediate step could be the appointment of a planning and design consultant to review landscaping and design plans for new construction or redevelopment as an aid to the Planning Commission.

5. Signs and Utilities:

- A. The sign ordinance regulates size, location, and type of signs, but fails to regulate or set criteria and standards for the design and appearance of signs, nor does it control the blending of sign designs into the architecture and design of property developments. It would be well now to require that not only the size, location, and type of signs be regulated, but that standards for the design and appearance of signs be met, and that signs be subject to design review.
- B. It is hoped that the "Standard Off-Street Parking Sign" found in the Department of Public Works' Standard Details and Specifications will not govern all private off-street parking lot signs, but that flexibility in design to meet individual choice will be encouraged, in accordance with the City's sign regulations.
- C. It is possible that there may be circumstances in heavily trafficked public areas where alternatives to the "Standard Installation Details for Fire Hydrant Guard Posts" will prove to be aesthetically more pleasing while equally suitable functionally.

FUNDING

The Urbanscape Scenic Highways and Community Design Elements will require a synthesis of implementation methods, some of which may require and be eligible for funding from the following primary sources:

- 1. Highway Users (Gas Tax) Funds
- 2. Federal Aid Secondary Funds
- 3. Senate Bill 325 (State Sales Tax) Funds
- 4. Federal Grants
- 5. Overhead Utility Conversion Funds
- 6. Special Assessment Districts Funds
- 7. County General Funds
- 8. City General Funds
- 9. Private property owners at the time of property development or rehabilitation.

A TEN POINT ACTION PROGRAM

The following is a listing of the general actions which the City of Alhambra must undertake if it is to assure a successful start on a community design program:

1. General agreement that there are features of the City that are in need of and therefore subject to public regulation of design and beautification.
2. General agreement on the objectives for community design and beautification, a commitment to a concentrated attack on ugliness and nonfunctional development, and adoption of a program to carry out the objectives contained in this document.
3. Funding of public beautification and community design projects.
4. Enactment of such measures as are necessary to ensure that good community design and beautification will occur as a part of private development activities, including the enactment of specific design criteria, and the establishment of a Design Review Committee and related procedures.
5. Adoption of cooperative programs among property owners, the City, and the Chamber of Commerce.
6. Adoption of abatement procedures against non-conforming features.
7. Adoption of regular award of merit programs giving public recognition to outstanding developments of importance to City beautification and community design.
8. Authorization for a detailed physical design plan and specific beautification programs for the downtown area.
9. Adoption of a program for the maintenance of landscaped areas and median planted strips. City funding may be supplemented by hiring high school and college students at nominal cost.
10. Proceed with the next logical step of the Scenic Highways and Community Design Elements: i.e., the preparation of specific design standards and the selection of those specific areas where desired treatment is to be applied in a logical order of priority.

**Alhambra
General
Plan**

CIRCULATION

VIII

CIRCULATION ELEMENT

of the
ALHAMBRA GENERAL PLAN

Adopted by:
ALHAMBRA CITY COUNCIL
May 4, 1976

Prepared by:
URBAN FUTURES, INC.
Santa Ana, California

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INTRODUCTION

The two most important elements of the General Plan, in terms of their impact on the Community's future development and change, are the Circulation and Land Use Elements. Through these elements and their related goals, objectives and proposals, the City clearly presents what it feels to be the most reasonable and desirable guidelines for future change.

While the Land Use Element is concerned with the types and intensity of development on all lands within the City, the Circulation Element provides for easy access to all the land uses and properties with a minimum of congestion and also provides for adequate traffic-handling capacity on all the City's major streets. The Circulation Element also addresses alternatives to the present methods of circulation and transportation. Since not all residents travel by automobile, other modes of transportation are discussed in consideration of the particular needs of all Alhambra residents, including pedestrians and the increasing numbers of bicyclists.

Since the Circulation Element and Land Use Element are so closely related, they were prepared simultaneously to ensure their integration and development as a system rather than as two separate entities. In addition, all findings, conclusions, and recommendations of the other General Plan elements were considered and utilized in the preparation of these two elements. Therefore, the combined Circulation/Land Use Map actually represents the culmination of the planning process and the overall physical General Plan for the City of Alhambra.

STATE LAW:

Section 65302(b) of the Government Code requires a Circulation Element of all City and County general plans, as follows:

"A circulation element consisting of the general locations and extent of existing and proposed major thoroughfares, transportation routes, terminals and facilities, all correlated with the land use element of the Plan."

SCOPE AND NATURE OF THE ELEMENT:

The Circulation Element identifies the needs and issues concerning the subject of circulation and transportation in and around Alhambra. The scope of the element covers all major or commonly-used modes of transportation and related environmental components. Generally, highway or other transportation facilities cannot be allowed to function apart from or in conflict with their environments. Circulation interacts with and should complement other personal and community aspirations in such areas as conservation, parks and playgrounds, historical preservation, improved housing and schools, more efficient neighborhoods and activity centers, cleaner air and general community well-being. In other words, the circulation system of the City, in addition to being functional, should also be a visual and environmental asset to the Community. This Element, along with the Urbanscape Scenic Highways Element, includes various environmental and social considerations, some of which are derived from the other elements, in order to help provide for a circulation system that is both functional and aesthetically desirable.

RELATIONSHIPS WITH OTHER ELEMENTS:

The circulation system of any community affects every other major aspect of that community including physical, environmental, social, and economic factors. It is, therefore, related to all other elements of the General Plan.

More specifically, the Circulation Element is coordinated closely with the Scenic Highways Element, Conservation Element and Open Space Element in order to avoid adverse effects on the environment and to maximize the enjoyment of travel.

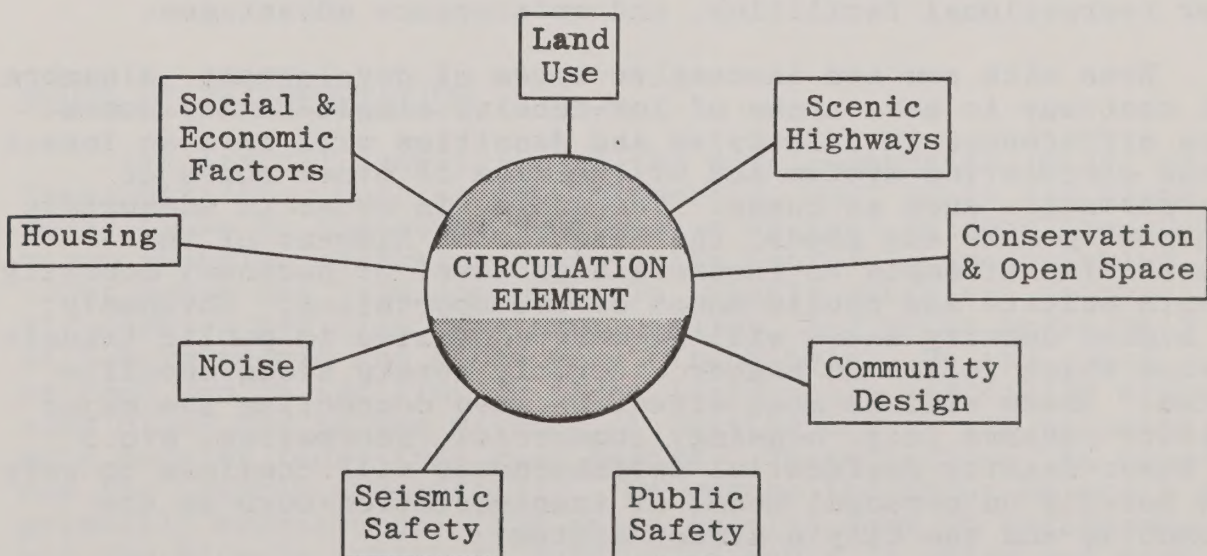
Since the street system of any city is one of the major sources of community noise, this element is also closely related to the Noise Element which, in turn, addresses the issue of transportation-related noise and provides possible solutions.

Input from the Public Safety and Seismic Safety Elements may significantly affect the location and design of streets and other transportation facilities. However, since most projects will involve improvements to existing streets, no significant geotechnical problems are anticipated.

The Housing Element is also related to circulation since access into and within residential neighborhoods is a significant factor in the planning, design, and livability of community housing. Future housing types and densities will have a direct effect on the circulation system in those particular neighborhoods. Also, existing older neighborhoods are currently plagued, in many cases, by traffic noise and an abundance of through traffic in some areas. The Circulation Element will address these problems and provide methods for alleviating these problems through future planning.

Although the Circulation Element includes input from all other General Plan elements, it is most closely related to the Land Use Element, as previously mentioned. All circulation facilities must be designed around the General Plan's proposed land use patterns and these, in turn, must also be kept in scale with the circulation system in order to ensure a totally functional community.

Beyond the scope of the General Plan elements, the Circulation Element is also related to the social and economic health and strength of the Community. The system should be accessible to all segments of the population, particularly the disadvantaged, the young, the poor, the elderly, and the handicapped. The economic activities of the community also rely on the circulation system for the movement of materials, products, ideas and the urban work force. These factors, in addition to input from the other General Plan elements, will be primary considerations in the development of the Circulation Element.



MOBILITY

NEEDS AND BENEFITS:

The Land Use Element of the Alhambra General Plan indicates that the City will continue to grow and change, although the physical size will remain about the same. As various land uses grow old and deteriorate, they will be replaced by new uses and structures, often of a higher density. This future development can be expected to concentrate into clusters or major "activity centers" to a much greater extent than has been seen in the past. Current trends indicate that unsightly and inefficient "strip commercial" areas along major arterials are gradually giving way to more attractive and efficient centers of clustered business establishments.

These higher-density clustered developments can consist of either multi- or single-purpose uses. For instance, an activity center could contain primarily shopping and other commercial uses, or concentrations of employment opportunities, recreational centers, or even housing. Clustered housing such as condominiums, townhouses, and garden apartments are all gaining in popularity and will become more important to Alhambra's future residential character, especially in their role of lower-income housing. While these types of residences may contribute to higher densities, they also often provide advantages to the residents not found in the single-family homes, such as shared open space and greenbelts, pools and other recreational facilities, and maintenance advantages.

Even with new and innovative types of development, Alhambra will continue to have areas of low-density single-family homes. These differences in lifestyles and densities will have an impact on the circulation system and utilization of other modes of transportation such as buses. Therefore, in order to adequately transport people and goods, the Circulation Element of the General Plan attempts to insure a high level of personal mobility in both private and public modes of transportation. Obviously, the higher density areas will be more conducive to public transit service which relies on higher ridership levels along specific routes. These will be most effective when connecting the major activity centers (e.g. housing, commercial, recreation, etc.). The lower-density residential neighborhoods will continue to rely more heavily on personal modes of transportation such as the automobile and the City's street system.

The basic mobility needs of the future can be generally summarized as follows:

- 1 -- Personal -- The individual and family needs for transportation to and between areas of employment, shopping, education, church and medical facilities.
- 2 -- Recreational -- The need of the residents and visitors for access to points of interest and recreation.
- 3 -- Commercial -- The needs of the residents to transport goods to their places of business and to deliver merchandise to homes or other purchasers.
- 4 -- Industrial -- The need of the industrialist to bring raw materials to his facility and to transport the finished products within and beyond Alhambra.

The benefits of an improved transportation system accrue from its efficiency and its ability to positively influence the realization of other, wider community goals as discussed earlier. Basically, the primary benefits are accrued through the highest possible degree of Community mobility, and thereby access to goods and services, housing, products, education, recreation and culture.

MODES OF TRANSPORTATION:

We are all familiar with the more commonplace modes of transportation, such as the automobile, bus, train and plane. Today, some of the newer communities as well as developers of major shopping centers and "activity centers", are thinking about newer and less common rapid transit vehicles, monorails, air-cushion vehicles, moving sidewalks, and other modes that will move people and goods more effectively. On the other extreme and in addition to these large-scale and costly systems, some older and proven methods of getting around are becoming more popular today than ever before. These include the horse and the bicycle specifically. Of course the horse is still a primarily recreational (and quite costly) form of transportation, but the bicycle, which is quite reasonable in price and easily maintained, is being used in greater numbers by all ages and

will be discussed in greater detail in a later section of this Element.

Each transportation mode offers unique characteristics and advantages (or disadvantages) in terms of convenience, speed, cost, safety, comfort and capacity. One mode cannot be expected to meet all the transportation needs of the residents of Alhambra. Therefore, a combination of appropriate modes is needed to serve the diverse needs of the Community. Transportation planning is an effort to determine those needs, and to develop those transportation systems or modes that will enable people to travel when and by what means they wish at a price they can afford to pay.

Multimodal public transportation is normally within the scope of county or regional transportation planning, rather than the local municipality and there are several agencies on those levels that are currently dealing with those problems. It is not recommended that Alhambra undertake any major public transit project. However, the City should be aware of progress in this area, keep informed, and attempt to aid these agencies in any manner possible in the future development of such systems. Additional information and discussion on this topic is presented in this Element under the section heading "Other Circulation and Transportation Facilities".

GOALS AND OBJECTIVES

PRIMARY GOALS:

- A -- To provide a comprehensive transportation system for the movement of goods and people with maximum efficiency and convenience and with a minimum of danger or delay.
- B -- To provide a street system which will adequately serve all land uses throughout Alhambra as they develop in accordance with the General Plan.
- C -- To encourage policies favorable to the realization of a more efficient transit system which would serve the Alhambra area.
- D -- To improve the circulation system in such a manner that the overall appearance of the Community is enhanced.

MAJOR OBJECTIVES:

- 1 -- To optimize the operation of Alhambra's existing circulation system through necessary measures aimed at the elimination of repetitive congestion.
- 2 -- To encourage policies favorable to the realization of more efficient public transit systems which would serve Alhambra residents.
- 3 -- To discourage and minimize the use of neighborhood residential streets as thoroughfares.
- 4 -- To consider the establishment of "alternative" street types, such as truck routes, one-way and cul-de-sac streets in appropriate areas to alleviate traffic-related problems.
- 5 -- To coordinate street improvement plans with the design considerations presented in the Urbanscape Scenic Highways and Community Design Elements of the General Plan to promote Community beautification.

ALHAMBRA'S CIRCULATION SYSTEM

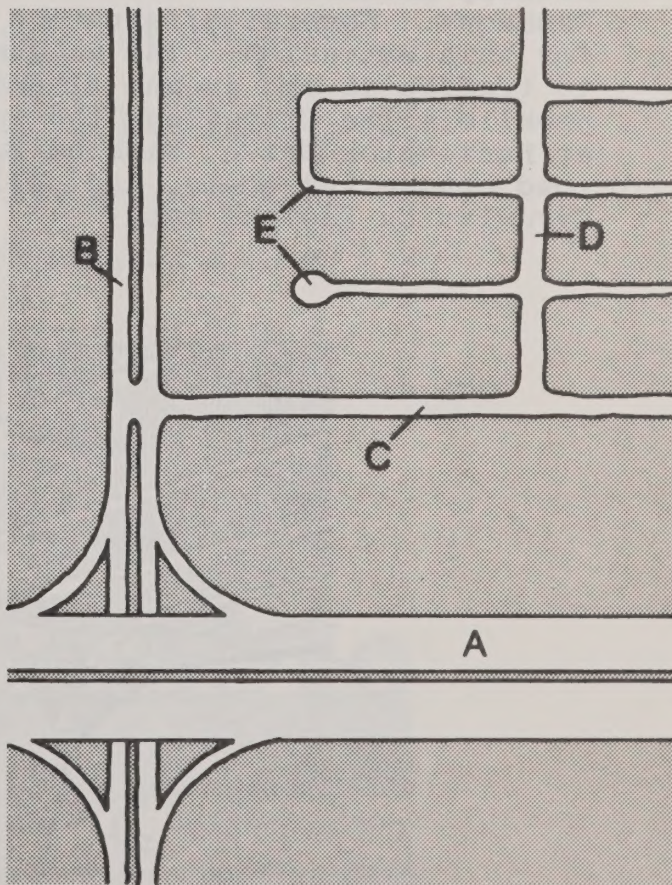
As stated in the CIR Guidelines for the Circulation Element, the primary focus of this element is on "the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals and facilities". The term "circulation" is defined as the process whereby people and commodities move in the planning area. Circulation can be classified according to what is moved, how it is moved, the channel used, or by the ownership of the means of circulation.

This section of the Element deals with the City's street system and includes a general description of the types of streets, standards for the development and improvement of those streets, and related information. The section entitled "Other Circulation and Transportation Facilities", which follows this section, will go beyond the street system to discuss other elements of the circulation system as well as other modes of transportation that are or might be utilized by Alhambra residents. The final Circulation Element map shows the final proposed network that the City will use as a guide in its long-range planning process.

Since Alhambra is a mature City with very little remaining undeveloped land, the proposed Circulation Plan is very similar to the existing network of streets with the exception of minor extensions, realignments, and improvements. The final proposals were arrived at after a thorough process of research and analysis of the existing system, the expected population changes, overall Community needs and trends, physical and environmental factors, and economic factors including the City's probable ability to finance the proposed changes over a reasonable period of time. Due to the current degree of adequacy of the street system and the expected benefits of the future extension of the Long Beach Freeway, most proposals are minor and will not significantly alter the present network. However, some proposals are primarily intended to relieve some of the congestion on certain streets by improving others and also to minimize the impact of through traffic in residential neighborhoods. A later section of this Element entitled "Possible Solutions and Alternatives for Problem Areas" will go into greater detail concerning these and other problems.

The Alhambra Circulation Element is concerned primarily with five major classifications of streets and highways from the freeways to local streets. The following illustration and brief descriptions of each type show the relationships of each street type to the others and the functions of each.

- A -- Freeways are the largest of the street and highway types. Because of their size, traffic capacity and traffic speed, access is provided to the freeways only by major arterials. Freeways are grade-separated at intersections with other freeways or streets and direct access is not permitted from adjacent properties.
- B -- Major Arterials are the main arteries of the City. Because they carry large amounts of traffic, including trucks, they are intended primarily to move traffic and not to provide access to property.
- C -- Secondary Arterials serve to distribute traffic from the major arterials to the business districts and other centers of Community activity, and also to the collector streets.
- D -- Collector Streets, as the name implies, collect the traffic from residential areas and local streets and transfer this traffic to the arterials. These streets serve to "feed" traffic in and out of the neighborhoods.
- E -- Local Streets are intended to provide access to homes and not intended to carry through traffic. All local streets should connect with a collector or secondary arterial to provide a safe transition out of the neighborhood and onto larger thoroughfares.

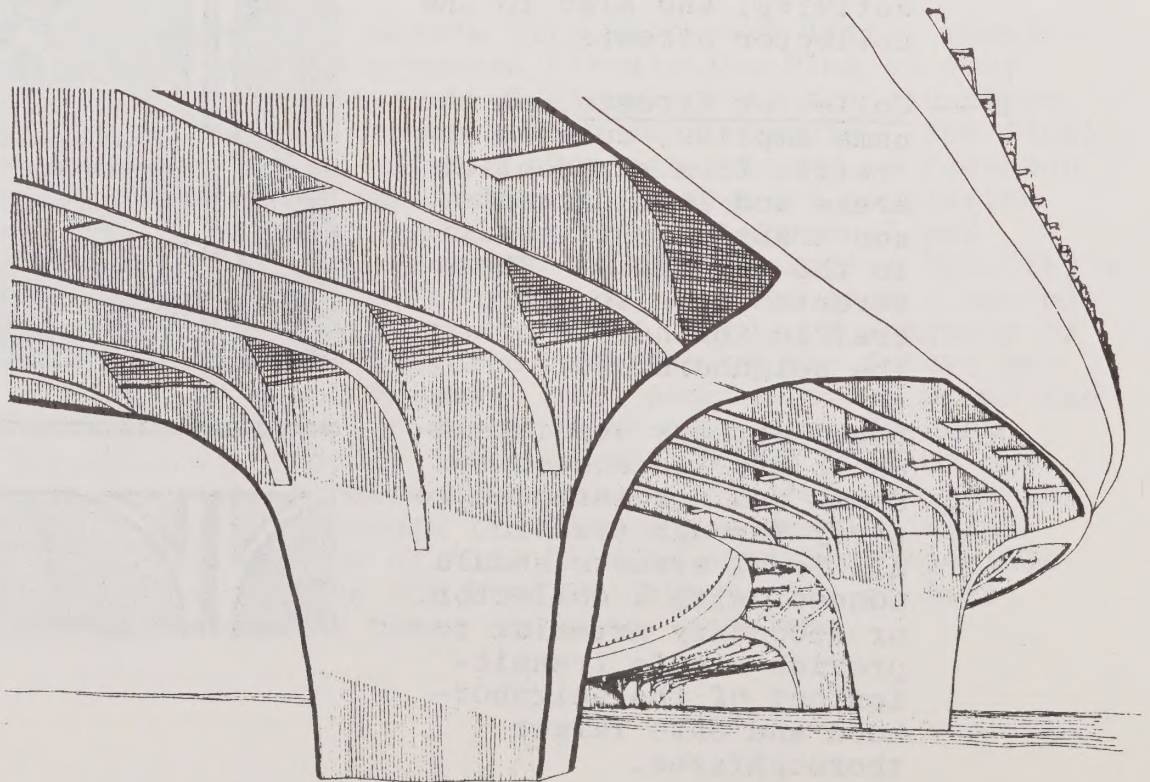


FREEWAYS:

The City of Alhambra is fortunate, in terms of circulation, in being located at the southwest corner of a five-mile grid of existing and proposed freeways as planned by the State. The San Bernardino Freeway, which passes through the southern portion of Alhambra, provides access to downtown Los Angeles, other San Gabriel Valley communities, and the mountain and desert areas to the east. The Long Beach Freeway provides a direct route to the harbor areas of Long Beach and Los Angeles, beaches and other recreational areas, and also connects with other freeways for easy access to Orange and San Diego Counties.

Because of the freeways, Alhambra residents enjoy excellent access to a wide range of opportunities of all types throughout the Los Angeles Basin and Southern California areas.

The Long Beach Freeway currently terminates at Valley Boulevard. Long-range plans call for the extension of this freeway northward to intersect with the Foothill Freeway in Pasadena. Several alternative alignments are now being studied for this extension. The alignment most desirable and beneficial to traffic in and around Alhambra would be one that roughly parallels the City along the western limits with access provided at Huntington Drive, Mission Road and Valley Boulevard (frontage road connecting them), and Hellman Avenue as shown in the Circulation Element map.



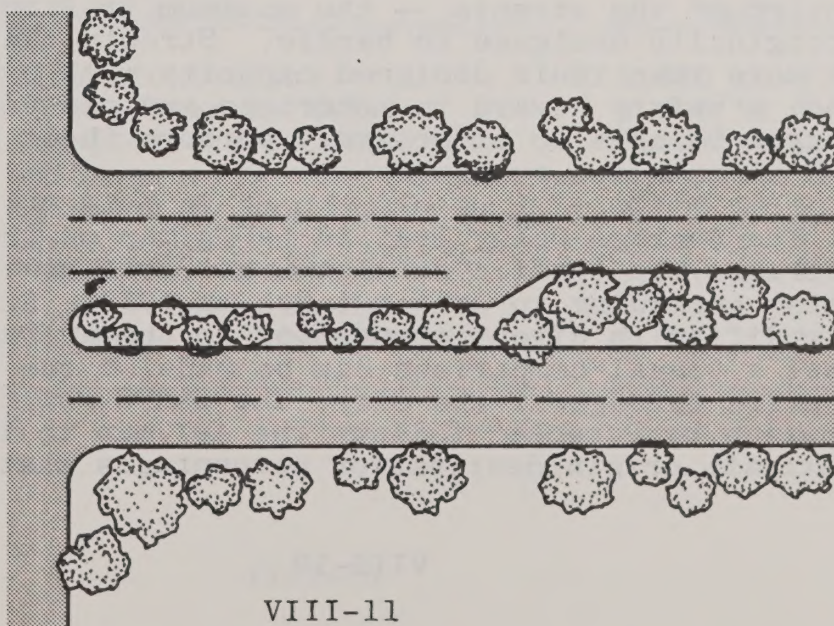
MAJOR ARTERIALS:

Major Arterials are streets and highways designed to move large volumes of traffic between freeway systems and between the freeway and local areas of traffic generation. Intersections are at-grade and intersections with other major arterials and secondary arterials normally utilize traffic signals.

Access from private property (driveways, etc.) or even collector streets is usually discouraged, as is on-street parking in areas that may cause a reduction in safety or traffic flow. In the case of divided arterials, such as the western portion of Main Street and the illustration below, median strips wide enough for left turn pockets are usually provided along with extensive landscaping to reduce headlight glare and increase the overall aesthetic impact of the route.

The following are generally-accepted standards for Major Arterials:

Right-of-way width -----	100-110 feet
Curb-to-curb width -----	84 feet
Moving Lanes (each direction)--	4 to 6
Parking Lanes -----	0 to 2
Daily Traffic Volumes -----	10 - 40,000 ADT



The following are the Alhambra streets that are shown on the Circulation Element map as Major Arterials:

STREET & LOCATION	CURRENT AVERAGE DAILY TRAFFIC
HUNTINGTON DRIVE (L.B. Freeway to Granada)	5,000 to 20,000
MAIN STREET (Huntington Dr. to E. limits)	12,000 to 22,000
MISSION ROAD (L.B. Freeway to New Avenue)	15,000 to 19,000
VALLEY BLVD. (L.B. Freeway to New Avenue)	22,000 to 32,000
FREMONT AVENUE (entire length)	10,000 to 21,000
ATLANTIC BLVD. (entire length to Garfield)	14,000 to 31,000
GARFIELD AVENUE (entire length)	11,000 to 27,000
NEW AVENUE (south of Mission Road)	10,000 to 16,000

As previously stated, the proposed circulation network was based on current as well as projected traffic volumes and land uses throughout the City and the streets were classified according to their particular function in the system. These classifications are accompanied by standards and guidelines that can be used by the City in developing or improving the street system. It should be kept in mind that the standards that are presented under each of the street type descriptions in this section are only guidelines and will not necessarily apply to all streets of that type. In unusual situations the City may opt for a wider right-of-way, alternative parking configurations or other modifications of the standards, depending on the particular situation.

Whatever standards are used in the design of the circulation system, it is important not to exceed the "designed capacity" of the streets -- the maximum traffic load the street was originally designed to handle. Streets that are forced to carry more than their designed capacity will become overly congested, a safety hazard to motorists and pedestrians, and will no longer be able to effectively perform their proper function in the circulation system.

The Average Daily Traffic (ADT) map on the following page illustrates the traffic on Alhambra's more heavily traveled streets, according to counts taken in 1973. Street widths have been modified in direct proportion to the average daily traffic so that a visual comparison can be made of the overall patterns of traffic throughout the City. The LARTS chart showing "Trip Generation by Purpose" follows the ADT map to illustrate the approximate origin/destination percentages that can be expected.

SECONDARY ARTERIALS:

Secondary Arterials are streets that are located and designed to collect and distribute traffic from the major arterials to less intensively used streets and also to the various traffic destinations such as schools, shopping centers, or employment centers. They also serve to link neighborhoods and, in some cases, act as a peripheral edge for homogenous land uses and neighborhoods. Physically, secondary streets are similar to major arterials in that they both have at-grade intersections, use traffic signals, and restrict parking in some areas where necessary. However, the primary differences are physical size and traffic volumes.

The following are generally-accepted standards for Secondary Arterials:

Right-of-way width ----- 80 to 88 feet

Curb-to-curb width ----- 64 feet

Moving Lanes ----- 4

Parking Lanes ----- 2

Daily Traffic Volume ----- 5 - 10,000 ADT

The following are the Alhambra streets that are shown on the Circulation Element map as Secondary Arterials:

STREET & LOCATION	CURRENT AVERAGE DAILY TRAFFIC
ALHAMBRA ROAD (entire length)	5,000 to 9,000
ALMANSOR STREET (Hellman to Main)	4,000 to 6,000
COMMONWEALTH AVE.(Concord to Garfield)	6,000 to 8,000
CONCORD AVE. (Mission to Commonwealth)	about 4,000
GRANADA AVE. (Mission to Huntington Dr.)	3,000 to 5,000
HELLMAN AVE. (entire length)	2,000 to 8,000
MARENGO AVE. (Ramona to Alhambra Rd.)	1,000 to 5,000
POPLAR BLVD. (L.B. Freeway to Main St.)	about 5,000
SIXTH STREET (Hellman to Commonwealth)	2,000 to 4,000

COLLECTOR STREETS:

Collector streets, although lower in classification and physical size than the arterials, perform the equally important function of collecting neighborhood traffic from local streets and transferring it to larger arterial streets or to the more local activity areas such as schools, shopping centers, and employment centers.

In order to minimize congestion and possible safety hazards, the use of "T" intersections are suggested where collectors meet arterials, especially since most of these are not traffic-controlled intersections. Also, since the collector streets serve to provide access into neighborhoods, these streets should not form a continuous system through the City. This would make them available to through traffic and their "collecting" function would be diminished.

The following are generally-accepted standards:

Right-of-way width -----	60 to 66 feet
Curb-to-curb width -----	40 feet
Moving Lanes -----	2
Daily Traffic Volume -----	2,500 to 5,000 ADT

The following are the Alhambra streets that are shown on the Circulation Element map as Collector Streets:

<u>STREET & LOCATION</u>	<u>AVERAGE DAILY TRAFFIC</u>
ALMANSOR STREET (Main to Huntington Dr.)	2,000 to 5,000
CHAPEL AVE. (Valley Blvd. to Alhambra Rd.)	5,000 to 8,000
COMMONWEALTH (Garfield to Chapel)	about 5,000
COMMONWEALTH (West of Fremont)	about 4,000
GLENDON WAY (Atlantic to Almansor)	about 2,500
MARGUERITA AVE. (Mission to Alhambra Rd.)	2,000 to 3,000
NORWOOD PLACE (Atlantic to New Ave.)	2,000 to 3,000
PALM AVENUE (Main to Huntington Dr.)	about 2,000
PALM AVENUE (Main to Mission)	about 3,000
SAN MARINO (Atlantic to Chapel)	about 3,000
WOODWARD AVE. (Marguerita to Chapel)	5,000 to 8,000
FRONT STREET (Fremont to Sixth St.)	not counted
ROSS AVENUE (Fremont to Marengo)	not counted
ORANGE STREET (Palm to Concord)	not counted
CYNTHIA (Almansor to Granada)	not counted

LOCAL STREETS:

Local streets are intended to be low-speed, low-volume streets that provide access to properties in the City. Since most of the residences in the City are located on local streets, these areas should be kept as quiet and free of disturbances as possible. The primary method of accomplishing this is to discourage through traffic in these neighborhoods. Since the main function of local streets is to "provide access", traffic should be routed via collectors to the arterial streets which provide through traffic to other areas of the City and to nearby communities. Through traffic on local streets is a problem in Alhambra and one that will be discussed in more detail in the section entitled "Possible Solutions and Alternatives for Problem Areas".

Local Streets are generally 40-feet between curbs with 60-foot rights-of-way. In newer subdivisions they are often designed as loop or cul-de-sac streets to discourage through traffic and increase privacy. Due to the number of local streets in Alhambra, they are not listed in this report, nor are they all shown on the Circulation Element map.

All local streets are not necessarily residential streets. In commercial and downtown areas greater widths are required for the local service streets. Depending on the type of parking, sidewalk widths, and the volume and turning movements of vehicles, these widths could be anywhere from 60 to 100 feet for the right-of-way.

Industrial areas also have unique requirements for their local streets. Since much of the traffic on these streets may consist of large tractor-trailer combinations, the streets must be designed and constructed in accordance with the weight and maneuvering characteristics of these vehicles.

SPECIAL PURPOSE STREETS:

One-Way Streets

One-way streets are designed to carry high traffic volumes for relatively short distances, especially in central business districts of cities. Since these streets allow both right and left turns without the hazards of on-coming traffic, this system is usually more efficient in areas of potential congestion. Another consideration is that street widening often requires the removal of parkway trees and causes other environmental effects that may be difficult to overcome or mitigate. One-way streets, therefore, may be a temporary means of alleviating congestion until such time as the streets can be widened as needed.

Fortunately, Alhambra has not had to establish one-way streets in order to alleviate traffic congestion. However, some streets in the vicinity of the downtown business district, are currently near or beyond their designed capacity. For example, Woodward and Chapel Avenues are both classified as collector streets. This street classification provides for traffic up to about 5,000 ADT. Currently, both Woodward and Chapel are experiencing traffic up to 8,000 ADT. Although other proposed street changes are expected to take some of the traffic off these streets, there will continue to be considerable traffic on these and other downtown streets.

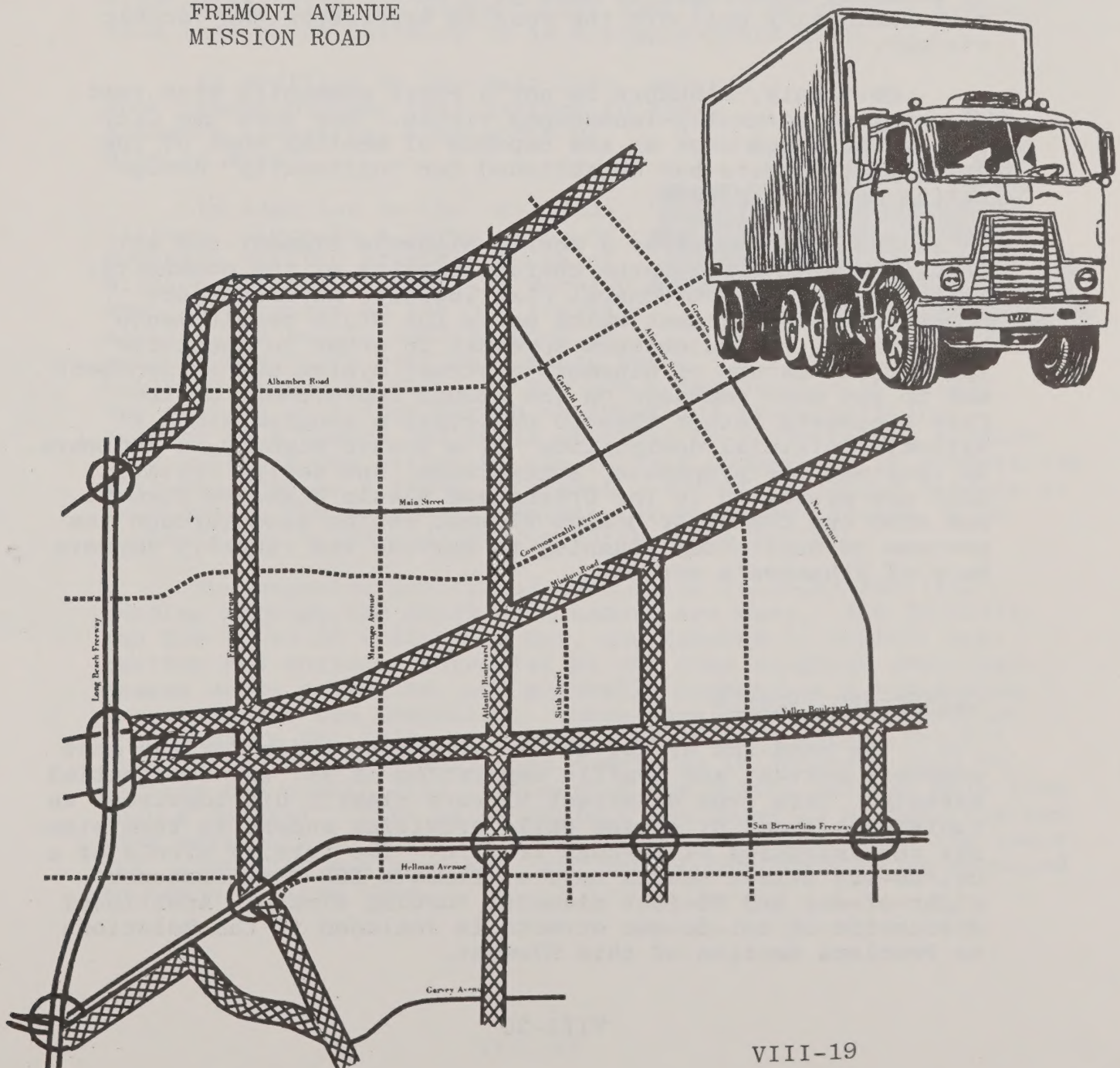
Currently, there is no need to establish one-way streets in Alhambra. However, further study of the downtown business district and future higher density development could result in a need for temporary or long-term traffic-reduction measures that could be met, at least in part, by the establishment of one-way streets in some areas of the City.

Truck Routes

Truck routes are usually major or secondary arterials that are designated for truck use. These streets should provide direct access to, and circulation within, areas which require truck service, primarily industrial and commercial areas of the City. Such routes not only benefit the trucks, but also benefit the City's residents by preventing truck movement on residential streets or through residential

neighborhoods. The City of Alhambra has designated the following streets as "truck routes" as shown in the map below.

WESTMINSTER AVE. (connecting Mission & Valley Blvd.)
GARFIELD AVENUE (south of Mission Road)
NEW AVENUE (south of Valley Blvd.)
RAMONA ROAD/GARVEY AVENUE
ATLANTIC BOULEVARD
VALLEY BOULEVARD
HUNTINGTON DRIVE
FREMONT AVENUE
MISSION ROAD



Scenic Highways

Unlike other thoroughfares, scenic highways are not intended primarily for the maximum efficient movement of traffic. Their primary purpose is, instead, the enjoyment of the scenic resources along the route and the route itself. In the past the major emphasis of scenic highways revolved around rural scenic areas with the alignment of the route following the terrain of the natural environment in a way that would provide the fullest possible enjoyment of the natural landscape. Also, traffic on scenic routes is normally encouraged to move at a more relaxed pace and to occasionally pull off the road to experience the "scenic vistas".

Obviously, Alhambra is not a rural community with vast expanses of naturally-landscaped vistas. Nor does the City have routes that meet or are capable of meeting most of the criteria the State has established for "officially" designating Scenic Highways.

The State requires a Scenic Highways Element for all general plans. Due to the characteristics of the community, the City of Alhambra General Plan includes an Urbanscape Scenic Highways Element which meets the State requirements but modifies the guidelines somewhat in order to emphasize the "urban" nature of Alhambra's street system and environment and to put more emphasis on the visual improvement of the City's streets rather than to undertake a program aimed at ultimate "official designation" of a Scenic Highway in Alhambra. In this way the proposals, suggestions, and design criteria that are presented in the Urbanscape Scenic Highways Element and also the Community Design Element can be used through the process of day-to-day planning to upgrade and visually improve many of Alhambra's streets.

Cul-de-sac Streets

The dead-end or cul-de-sac street provides for the most complete privacy and traffic separation of all the residential streets. This type of street closure clearly distinguishes an individual group of houses while providing access to them without the intrusion of through traffic. The turning circle of a cul-de-sac street should have at least a 100-foot diameter right-of-way and 80-foot diameter turning circle. Additional discussion of cul-de-sac streets is included in the Solutions to Problems section of this Element.

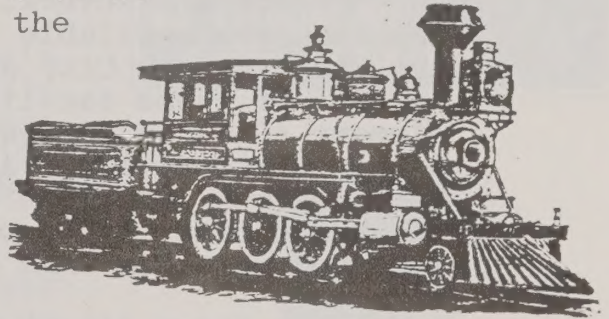
OTHER CIRCULATION
AND
TRANSPORTATION FACILITIES

RAILROADS:

The main line of the Southern Pacific Railway between Los Angeles and points east traverses the City of Alhambra parallel and adjacent to Mission Road. A double track main line exists from the western City limits to Marguerita Avenue. From that point eastward it is a single-track line.

In addition to the main line, several spur tracks provide rail service to the Alhambra industrial area north of Mission Road.

In addition to the rail facilities, there is a large piece of Southern Pacific property south of Mission between Fremont and Marengo that is occupied by the old railway station and public loading dock as well as a service station. Since the railroad passenger services are now being handled by AMTRAK, the station no longer serves an important transportation purpose in Alhambra and could possibly be converted to another more suitable use either by the railway company or in cooperation with the City or private interests. AMTRAK passenger service is provided at the Pasadena terminal for east-west trains, with connections in Los Angeles for north-south routes.



The negative impacts of this major railroad facility passing through the heart of Alhambra are many. The facility, and its 25 to 30 trains per day, contributes to traffic congestion and accident potential at the nine at-grade crossings, causes noise pollution, and generally presents a demoralizing appearance to the Community. These were some of the findings presented in the "City of Alhambra Railroad Lowering Project Feasibility Report", which was completed in December 1972 to explore the possibility of lowering the entire railway main line into a channel. This major project was found to be feasible and very desirable to the Community. Plans were drawn for the lowering, financing was arranged, and actual construction is expected to begin in late 1975.

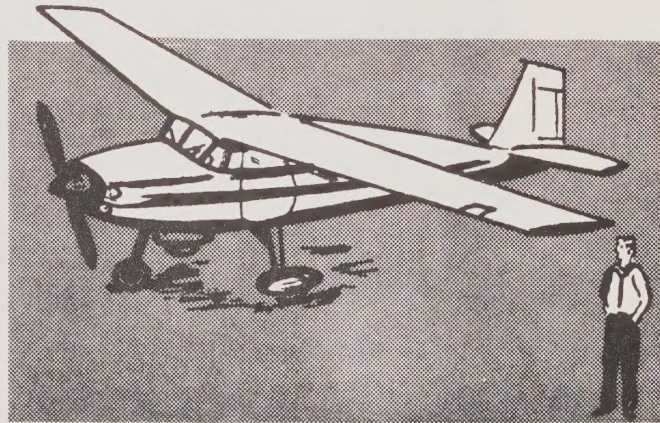
When the railroad lowering project is completed, the City will immediately notice the many benefits of the project, including better traffic circulation with no train-caused delay or inconvenience, much less noise from trains, greater development potential for properties adjacent to the right-of-way, improved Community appearance, and new opportunities for possible multiple use of portions of the right-of-way for recreational or open space uses, as discussed in the Parks and Recreation Element.

Airport Facilities

There are several major airport facilities in the Los Angeles area available to Alhambra residents. However, few are close to the City and all require some travel. The largest of these facilities are the Los Angeles International Airport (LAX) in Inglewood, Long Beach Municipal Airport, Ontario International Airport, and Hollywood-Burbank Airport. With the many problems and negative environmental effects of major airports, it is probably fortunate that these facilities are some distance from Alhambra.

For those Alhambra residents who fly smaller planes for business or pleasure, the Los Angeles-El Monte Airport is only minutes away in the City of El Monte.

Additional major or minor airport facilities are not proposed in or near Alhambra. However, helicopter service or other type of short take-off (STOL) or vertical take-off (VTOL) aircraft should be mentioned as a possible addition to the urban circulation system of the future. Such facilities could conceivably operate from small areas or rooftops to provide Alhambra with fast service to major air facilities or other communities.



Any attempts to establish these types of air facilities should be private and will be regulated and licensed by the appropriate State and Federal agencies. The City's role will be to assure the compatibility of such facilities with other land uses through planning and land use codes and regulations.

Public Transportation

The only form of public transportation available to Alhambra residents is the bus system operated by the Southern California Rapid Transit District (RTD). This system includes at least six routes that are located within or pass through Alhambra. These routes serve most areas of the City including the downtown business district and major employment areas. The map on the following page shows the routes of this system in Alhambra.

Although a few of these bus routes provide good coverage in certain areas of the City, others are primarily intercity routes that may provide good transportation to neighboring communities but inadequate coverage in Alhambra.

Other than the bus system, the only other "quasi-public" mode of transportation available to residents who do not have their own is the Alhambra Yellow Cab taxi service, based in San Gabriel. Although taxi service is more personalized, the cost to the rider is a great deal higher. For instance, the taxi rates begin at \$1.40 for the first mile (or fraction thereof) and increase at a rate of \$.70 for each mile thereafter. Therefore, a typical trip across town of three miles that might cost \$.25 on the bus would cost about \$2.80 by taxi. For many, the fee would be reasonable for the convenient and personalized service. However, there are also many residents that cannot afford this service and must rely on a less expensive public mode of transportation -- if available. Public transportation services should be aimed at those who need it most -- those too young to drive and the elderly who do not wish to drive or cannot drive for various reasons.

With the rising costs of automobiles, fuels, auto maintenance, and street and highway construction, people are thinking more and more about other forms of transportation from bicycles to elaborate mass transit systems. Major transportation agencies are also thinking and actively planning for such future systems.

52 LOS ANGELES-ALHAMBRA-
SAN GABRIEL-TEMPLE CITY-
SOUTH ARCADIA-ARCADIA

79 ALHAMBRA-
SOUTH PASADENA-
HIGHLAND PARK

80 EMERY PARK

53 LOS ANGELES-EL MONTE-
VALLEY BLVD.

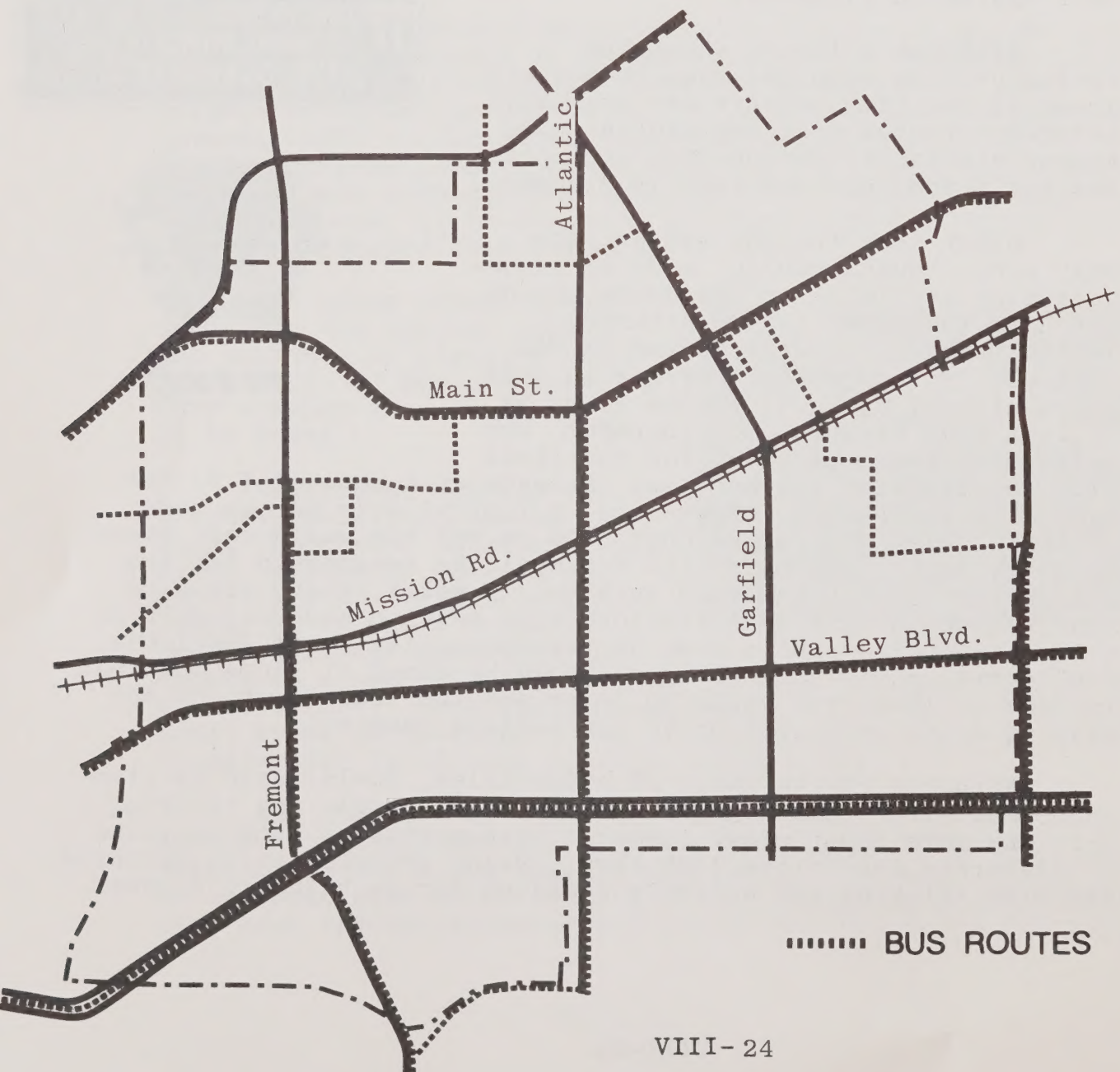
11 SAN GABRIEL BOULEVARD-
ATLANTIC BOULEVARD
EAST LOS ANGELES

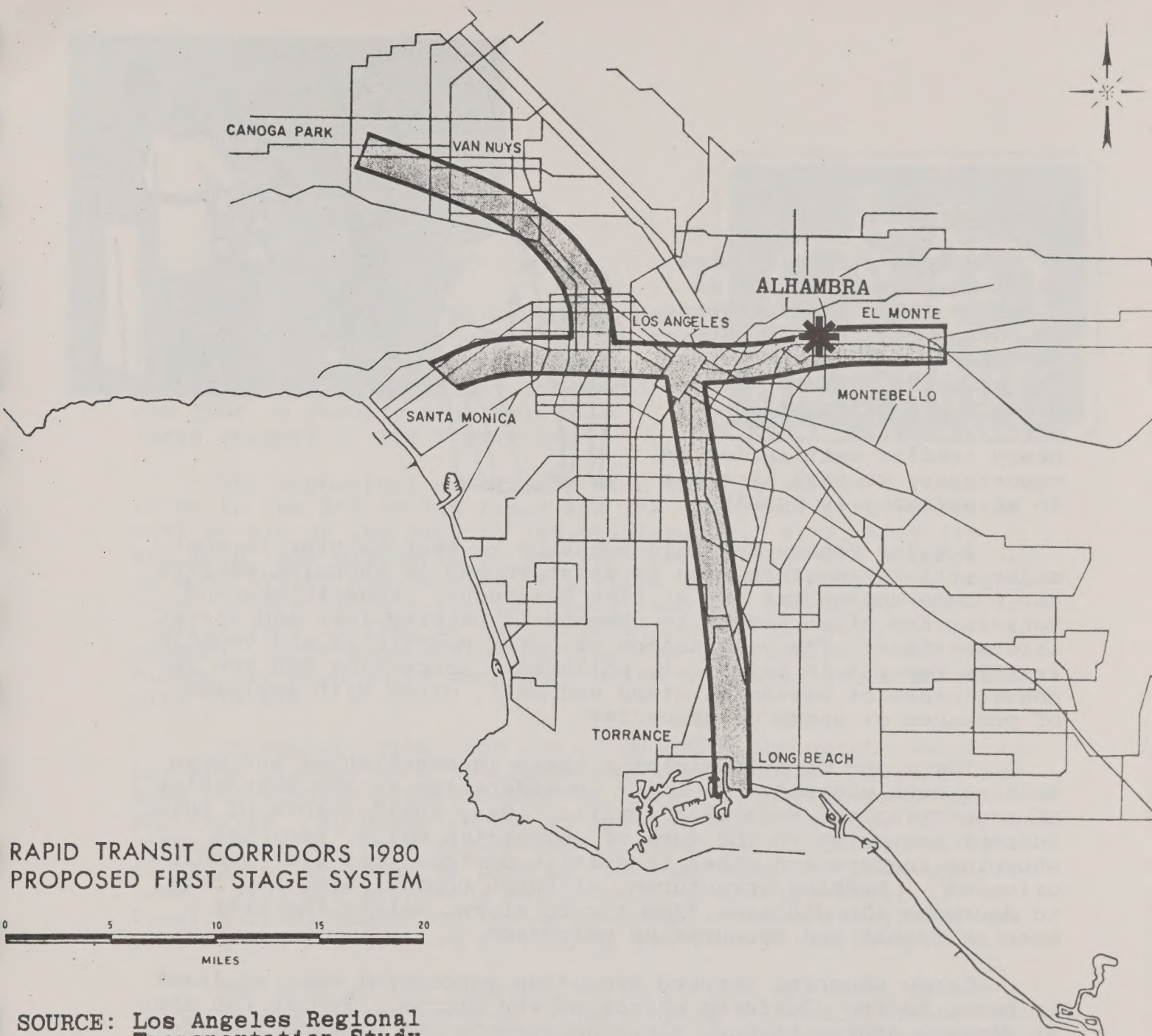
17 NEW AVENUE-
FREMONT AVENUE-
EAST LOS ANGELES



RTD

Several conceptual plans have been developed by the SCRTD and the Los Angeles Regional Transportation Study (LARTS), which is one of the activities of the Transportation Association of Southern California (TASC). The map on the following page shows the LARTS proposed First Stage System of rapid transit corridors for 1980. Although there is still a great deal of work to be done, this plan indicates the possible benefits of these corridors to Alhambra, since the City is located on the San Gabriel Valley corridor. The recent completion of the El Monte to Los Angeles Busway, using the San Bernardino Freeway median, is a first step toward providing better public transportation for the Valley. Unfortunately, this busway is not directly accessible to Alhambra residents. It could be made more accessible either through the addition of a terminal in or near Alhambra or by providing better bus service from Alhambra neighborhoods to the existing terminals.

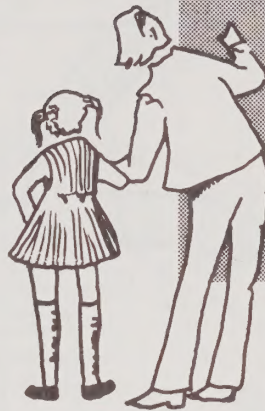




The City of Alhambra should continue to work with the appropriate agencies, including SCRTD, to expand bus schedules in order to better serve the inner-city needs for public transportation. In addition to local service, better bus linkage routes to major regional terminal facilities (such as El Monte) could be encouraged, as well as improved and more direct access to the major rail and air terminals. Such actions would help to increase community mobility and reduce the number of automobiles on City streets, or at least the need to rely on the family car for transportation.

Pedestrians

People generally seek parking spaces that are as close to their destinations as possible. This is especially true in downtown areas and shopping centers where drivers are often seen circling several times in heavy traffic waiting for an opportunity to park as close to an entrance as possible.



A major reason for this behavior is that walking in most major activity centers such as downtown and in shopping centers has become unpleasant and at times hazardous. Pedestrians and vehicles are often forced to compete in parking lots and street intersections. The combination of heavy pedestrian and vehicle traffic results in noise, air pollution, congestion and the inconveniences of having to stand and wait, often with armloads of packages or sacks of groceries.

There are ways to minimize these inconveniences and make walking more pleasant. A major consideration is the separation of pedestrian and vehicular traffic. Many applications of this concept now exist in the form of pedestrian malls, enclosed shopping centers and other innovative designs that are "people-oriented". Parking structures, although costly, also may help to decrease the distance from car to store, making the trip more enjoyable and encouraging patronage.

Large shopping centers are often successful due, at least in part, to the clustered effect of the stores. People can shop at several stores without crossing streets and dodging traffic. The downtown business district can be made more attractive to pedestrians through such means as providing additional parking at strategic locations, increasing sidewalk widths and adding landscaping or other types of visual barriers between the pedestrian and vehicular traffic. Mini-parks may also be useful as visual relief areas and for rest stops or other purposes such as lunch-time get-togethers, or for conversation and general relaxation. This approach, of course, would involve more than the addition of a single improvement to the downtown area. It would involve an overall comprehensive planning approach to the revitalization and enhancement of the area.

It is recommended that any planning program for the downtown area include considerations for the amount and design of attractive and functional pedestrian spaces, to be coordinated with other downtown land use, circulation and parking facilities plans, as well as public transportation routes and schedules.

The Bicyclist

The bicycle, a fairly common mode of transportation throughout the world, is one of the most economical and efficient modes that exist today and one that is readily available to a large segment of the population.

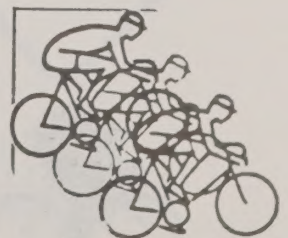


The mechanical efficiency of a bicycle has been found to be in the 85% to 98% range and the owner can often perform most or all of the repairs and maintenance. Also, bicycles are much less expensive to own and operate than are automobiles or motorcycles and related facilities are also much less expensive. Where bicycle-related facilities are provided, there is usually very little, if any, destruction of the natural environment, large expanses of parking are not required, and the riders are much safer than they would otherwise be on unmarked city streets.

In recent years, the use of modern light-weight materials and gear systems have increased the efficiency of bicycles and have contributed significantly to their rapidly increasing popularity. In order to better provide for this mode of personal transportation, many cities and counties have included bicycle planning as an integral part of the comprehensive planning process. Many new standards and guidelines are now available to local jurisdictions for the development of such facilities and routes, and new sources of funding are also becoming available.

The City of Los Angeles, which borders Alhambra on the west, is now in the process of developing a Bicycle Element for the General Plan. This Element is expected to be adopted about May or June of 1976. Of interest to Alhambra are two major bicycle corridors of a "backbone system", from which smaller routes will ultimately branch off. The two corridors are proposed to be along the routes of Huntington Drive and Alhambra Avenue (Mission Road) to the western limits of Alhambra. These two corridors are also shown on the County Master Plan for Bikeways.

Any plans for bicycle routes or other bicycle facilities in Alhambra should be coordinated with plans of adjoining jurisdictions in order to create a continuous system that will ultimately mesh with the regional system. At this time San Marino has not actively attempted to develop a system and the Cities of South Pasadena and San Gabriel are in the discussion



stages with some routes in mind but no specific or conceptual plans as yet. However, the City of Monterey Park has developed a Bikeways System with proposed and existing bicycle routes that could easily link with such routes in Alhambra. One route, on Casuda Canyon Drive in western Monterey Park, could easily link with a future route along Ramona, Garvey or other local streets in the southwest portion of Alhambra. Other southern areas of Alhambra could provide linkage to a route along Ynez or Alhambra Avenue, both currently terminating at Hellman Avenue, or to Emerson Avenue which would provide an east-west route from Atlantic to the eastern limits of Monterey Park. The most obvious extension of the Monterey Park system into Alhambra would be along Almansor Street north of Mark Keppel High School and along Sixth Street past Moor Field and into downtown Alhambra. Other routes could then connect with these to form a community-wide system in the City of Alhambra, possibly using some existing public or quasi-public rights-of-way such as flood control easements or the lowered railroad right-of-way if suitable.

The term "bikeways" is defined as those facilities which are provided to support bicycle travel. "Bikelanes" are bikeways established on a street, whereas "bikepaths" are established specifically for bicycle traffic and are separated physically from motor vehicle traffic but not necessarily from pedestrian traffic.

A "bikeway system" is a comprehensive community-wide plan for the provision of bicycle facilities and includes all bikeways, bikelanes, bikepaths, and additional bicycle-related facilities such as parking or storage racks and lockers, safety devices, etc. There are three basic bikeway classifications, as follows:

CLASS I: Exclusive Bikeway

These bikeways are completely separated rights-of-way designated for the exclusive use of bicycles. Cross-flows of pedestrians and motorists are minimized whenever possible. Potential locations for Class I bikeways are public parks and open spaces, abandoned railroad rights-of-way, flood control channel and other utility easements and rights-of-way, or other available linear open areas that presently exist or could be developed as a part of new projects.



CLASS II: Restricted Bikeway

This classification includes restricted rights-of way for the preferential use of bicycles, usually within the cross-section of the roadway in the outside lane adjacent to the curb. This creates a separate right-of-way for bicycles and motorists and reduces accidents, according to past studies and statistics. However, these don't eliminate all of the conflicts and problems will continue to exist where the bikeway must be crossed by motorists or pedestrians to gain access to adjacent properties or other land uses.

CLASS III: Shared Bikeway

This type of bikeway is marked by signs and stencilled markings on the pavement. The route is shared with motor vehicles and pedestrians at times. Such routes should only be established on low-speed, low-volume roadways, such as local residential streets. In cases where some degree of safety cannot be provided, restricted or exclusive bikeways should be developed rather than a Class III shared bikeway.

With the exception of the Almansor Park Complex, other parks and public properties, and various rights-of-way throughout the City, Alhambra has few opportunities for the future development of Class I bikeways which are completely separated from pedestrians and motor vehicles. More, and also less expensive, opportunities exist under the Class II and Class III categories where such routes might share existing streets.

Restricted Class II bikeways have been accused in the past of providing a sense of "false security" for the bicycle rider that may contribute to accidents rather than prevent them. Cyclists will continue to ride on the streets regardless of whether or not they are marked for bicycles and, therefore, the markings do help to make the motorist aware of possible bicycle traffic ahead and to avoid driving in that portion of the street set aside for bicycles.



Probably the most appropriate location for Class II or Class III bikeways would be on residential streets or in some cases collector streets. Arterial streets carry too much traffic at too high of speeds to provide for the safe movement of bicycles unless they are well-separated from the flow of traffic. A complete bicycle route system could be developed in Alhambra without using any major or secondary arterials. Since most bicycle trips are short range trips between home, school, park, friends home, etc., a bikeways system cannot hope to provide designated routes for all or even most bicycle trips that are made in the City. In some cases, the system may consist of Class III routes that are signed only to indicate to the rider that he is following a particular route to a specified destination. Such routes could be established in order to direct the flow of bicycle traffic between various points along a route that is safe, provides access to residential neighborhoods and recreational areas, and also may provide scenic amenities as well. Route maps and additional information could be provided by the City and distributed through the Parks and Recreation or other City departments, schools, or businesses.

It would be to the City's advantage to promote the safe use of bicycles in any way possible. Bicycle safety programs in cooperation with the schools and park programs is one way to help reduce the number of bicycle accidents, since the greatest number of bicycle accidents are caused by improper or reckless riding techniques.

The Circulation Element does not recommend a specific Bikeways System Plan. The development of such a plan would require the cooperation of a number of people, City departments and probably a citizens' committee to study alternatives. It is recommended, however, that the City begin to study such a project, look into standards, costs, and types of facilities, and coordinate these efforts between the Parks and Recreation Department, Planning Department, and Traffic Engineering Department. It is also recommended that a citizens' committee be formed when it comes time to select actual routes and prepare plans, so that the bicyclists from various portions of the community are well-represented and that their needs are adequately considered.

An entire bikeways system does not have to be designed and built at once. The system can be phased according to a priority system over several years. The development of such a system, along with bicycle safety programs in the schools, will benefit the entire community. Interest and action by the City on this matter will help to establish the bicycle as an important element of the City's circulation system.

POSSIBLE SOLUTIONS
AND
ALTERNATIVES
FOR PROBLEM AREAS

The preceding sections of this element have explained various categories of the circulation and transportation systems in Alhambra and the surrounding region. Proposals and/or policies have also been presented where applicable, including specific proposals for each street type within the City. There are, in addition to these, some general overall problems, inadequacies, or concerns that affect circulation and transportation and, in some cases, affect land uses and the quality of life of Alhambra residents. There are also opportunities that have not been mentioned previously but will be discussed in this section of the Circulation Element.

Basically, this section is to present some general information and possible mitigation measures that might be used by the City to decrease some of the more negative effects of the circulation system and to increase the system's efficiency. Also discussed are some of the more specific proposals of this element to make clear the reasons behind them and to describe the expected results.

PRESERVATION OF
RESIDENCES ALONG ARTERIAL STREETS:

During Alhambra's development over the years, residential growth occurred along what were to become today's major and secondary arterials, resulting in growing problems concerning the homes that front on these streets. In the past, it might have been possible to predict or project traffic volumes and rights-of-way needs, but it was difficult to predict the visual or psychological intrusion of such traffic on the living environments of these homes and properties.

In many cases, economic pressures of developers, along with the increasing traffic volumes, led to the conclusion that more intense land uses were justified and desirable for these front-on properties. Subsequently, many of them converted to other uses, primarily commercial in nature. This transition, in the long run, proved to be less than desirable with the entire length of some major streets, such as Valley

Boulevard and Main Street, becoming lined with "strip commercial" establishments.

The General Plan Land Use map shows certain areas designated for office-professional, commercial and residential uses. Although most residential properties along arterials are prime candidates for conversion to commercial or office uses, the Land Use Element attempts to reduce the negative impact of the strip commercial configuration by concentrating commercial uses in appropriate locations while preserving existing residential properties in other areas. In this way, the number of proposed commercial and office locations can be kept in approximate proportion to the expected need for such uses and in balance with other land uses. Residential lands along major streets that are proposed to be retained as residential areas are so indicated in the Plan so that persons owning or living there can proceed with any improvements they may wish to make to their properties with relative assurance that the area will remain suitable for residential use and maintain its value as such.

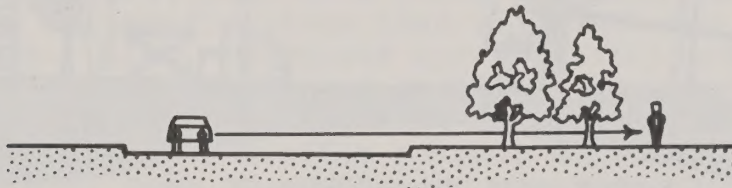
The areas of Alhambra that are proposed to be retained as residential areas fronting on arterial streets may, in certain instances, need some type of site modifications to aid in the retention of a single-family residential environment and which will reduce the impacts of the street traffic. The major factor involved here is the reduction of the visual and psychological intrusion of the street itself on residential privacy and the reduction of traffic-related noise.

Reduction of Noise

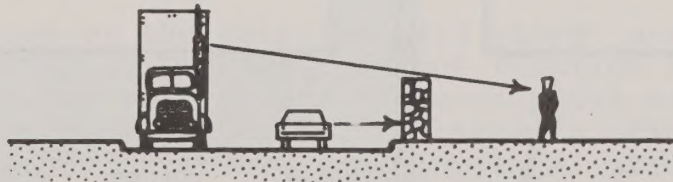
Landscaping, especially on an upward sloping bank as illustrated below, helps to deflect sound waves upward and away from adjacent homes or other buildings. Although the grass and other dense plant materials are reasonably sound absorbent, their primary effect is the deflection of sound rather than absorption.



Trees alone cannot be relied on to reduce sound, although very dense trees along with ground cover and shrubs would have some effect. An even more effective quality of trees is that of "masking", or blocking out the less desirable sounds from the street with their own more pleasing sounds caused by the wind rustling the leaves and branches.

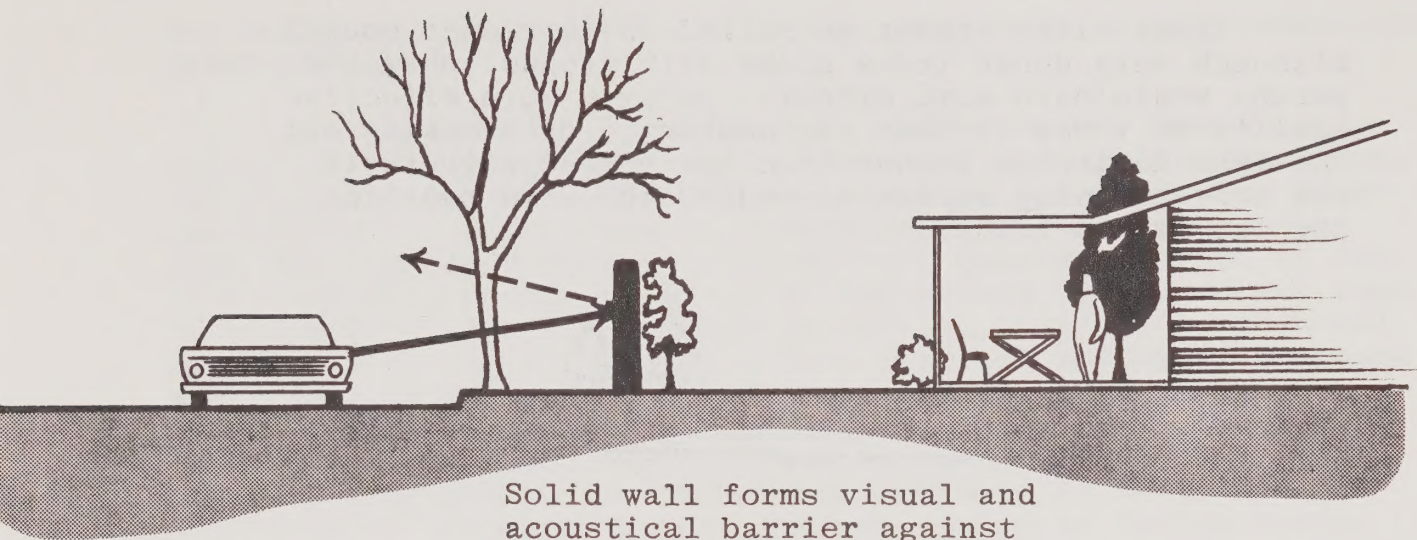


The best sound barrier available for areas burdened by a great deal of noise from the street is the solid wall of masonry, stone, or other heavy material. The wall can then be landscaped to make it even more effective and attractive. However, as shown in the sketch below, a typical wall does not always stop the loudest noises -- in this case a large truck with its muffler above the cab. The provision of truck routes, as discussed earlier in this Element would help to eliminate this type of noise.

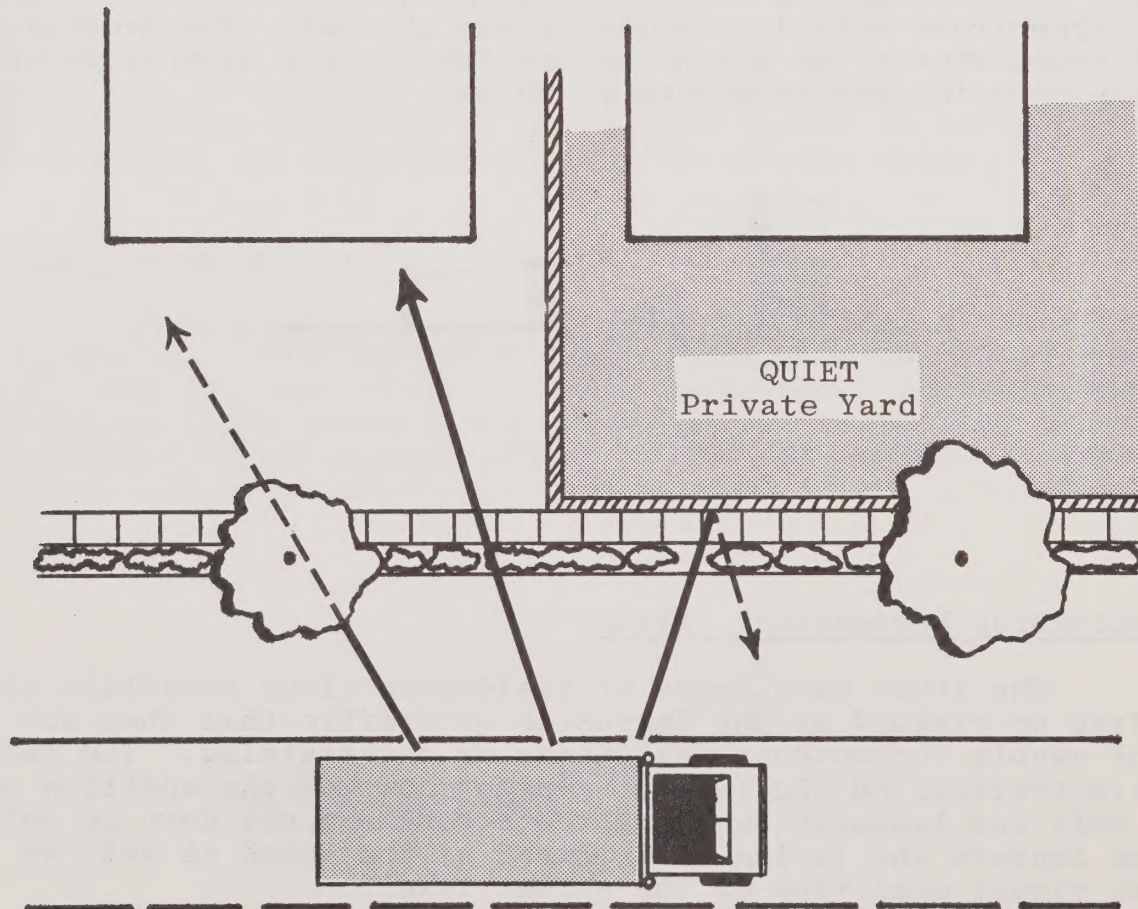


Increasing Residential Privacy

The front yard areas of residences along arterials are often so plagued by the intrusion of traffic that they are not usable for outdoor activities or entertaining. The two illustrations on the following page show how the addition of a wall and landscaping along the street can cut down on noise and improve the living environment of the homes as well as the visual qualities of the street itself.



Solid wall forms visual and acoustical barrier against undesirable effects of the arterial street -- Outdoor living environment improved.



Other methods are also available to increase the residential quality along arterial streets. However, many of the methods are involved with architectural design, orientation of outdoor living areas, the use of sound reducing building materials, etc., and do not necessarily pertain to the Circulation Element.

The primary idea is that residential areas can be preserved and retained even along arterial streets with a variety of modifications that will increase privacy and livability. Also, increased street efficiency through the use of an inter-connect traffic control system (now in use on some streets), and by ensuring that the streets are not burdened by traffic volumes beyond their designed capacity will help to reduce the negative impact of traffic on land uses along these routes.

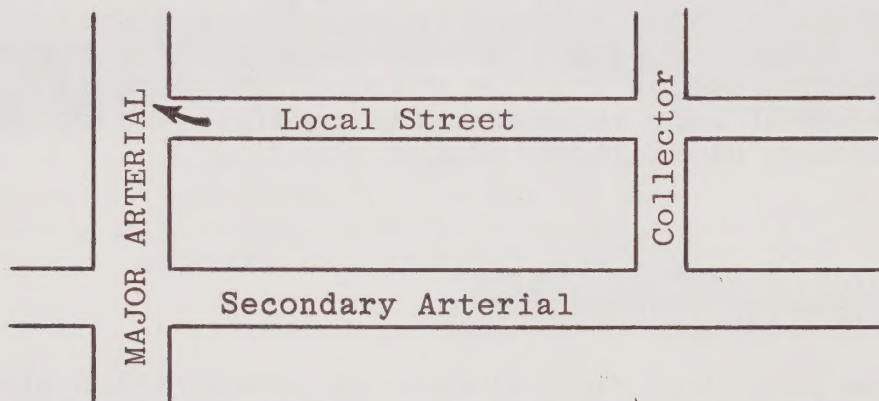
REDUCTION OF THROUGH TRAFFIC IN RESIDENTIAL NEIGHBORHOODS:

On page 9 of this Element an illustration showed the recommended relationship of the five classifications of streets and highways. This arrangement was developed to provide for heavy traffic flow (arterials) and to provide access to neighborhoods and residences (collectors and local streets).

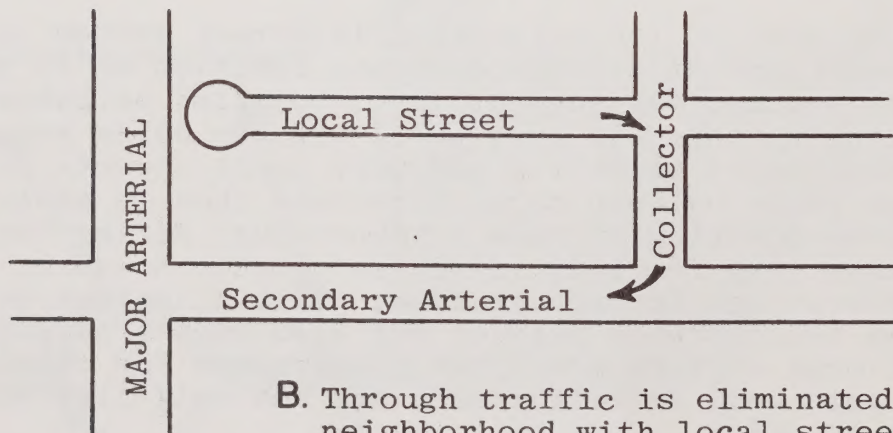
Because of the existing grid street system in Alhambra, this hierarchy of streets does not function as it should to provide a quiet environment in residential neighborhoods. Collector streets and even local streets often merge or intersect with major arterials and many local streets provide a through route between major arterials that is easily available to anyone desiring to take a "short-cut" during the rush hour. There are very few limited-access neighborhoods in Alhambra that discourage through traffic. This situation not only invades neighborhood privacy but also causes potential hazards since local streets are often playgrounds for children and their pets and, in many cases, are not well-lighted at night.

The City of Alhambra, in order to reduce through traffic in neighborhoods where this is a problem, should study the possibility of closing some local streets to through traffic and creating cul-de-sac streets. This would be especially effective on local streets that intersect with major arterials.

By creating a cul-de-sac where the local street meets an arterial, traffic would flow back to the collector street instead of directly onto the arterial. This would also have a beneficial effect on the arterial's traffic flow since there would be fewer intersections dumping traffic onto the faster street. This would reduce congestion and help traffic to flow smoother. An example of this concept is shown in the illustration below.



A. Local street traffic flows through neighborhood and onto Major Arterial.



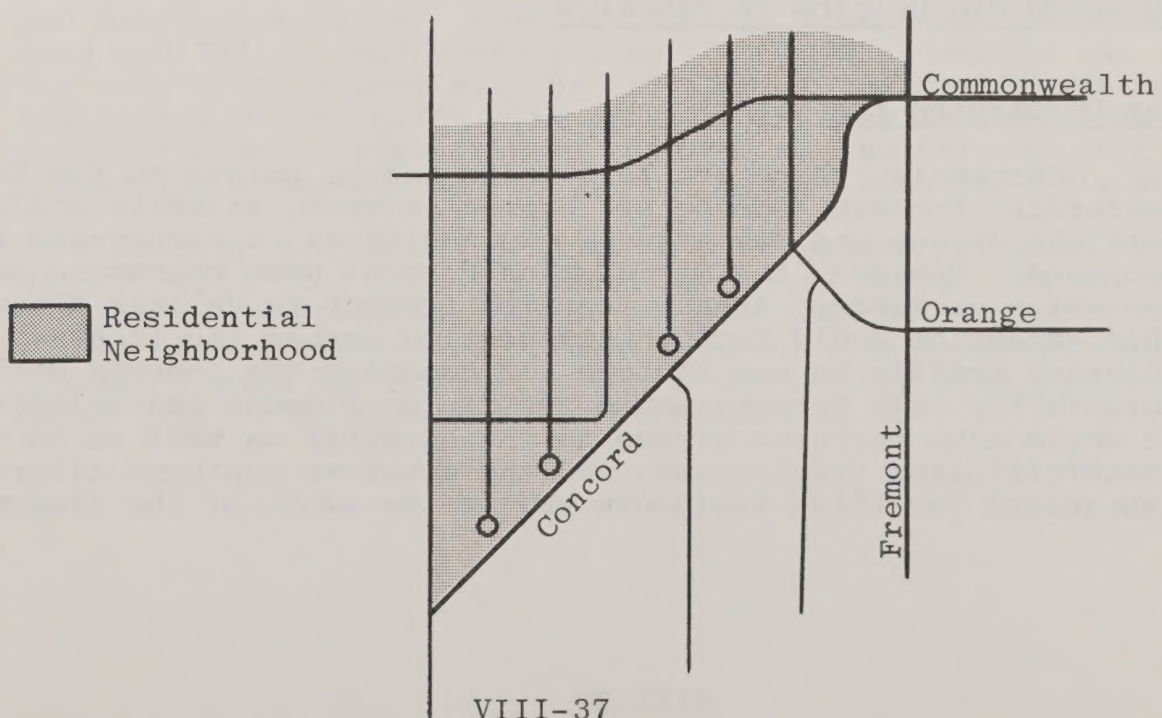
B. Through traffic is eliminated in the neighborhood with local street traffic diverted to a Collector Street rather than directly onto the Major Arterial.

CONCORD AVENUE IMPROVEMENT:

The Circulation Element map proposes a realignment of Concord Avenue where it meets Fremont Avenue and the improvement of Concord to Secondary Arterial status.

The realignment would bring Concord into alignment with Commonwealth Avenue where they would intersect with Fremont. This would divert some of the traffic from Commonwealth onto Concord and help to alleviate congestion on Fremont. Concord would then provide direct access to the Long Beach Freeway at the Mission Road/Valley Boulevard frontage road when the freeway is extended.

In conjunction with the Concord Avenue improvement, a land use change is also recommended. The mixed-use area on the south side of Concord which is now primarily residential, lies directly adjacent to the industrial area of the City. This situation could cause incompatibilities and neighborhood deterioration in the future. Therefore, it is proposed that these areas (south of Concord) be included in the proposed industrial area. Concord Avenue would then become a distinct edge to the industrial areas and the residential neighborhoods to the north of Concord could then be buffered along the north side of Concord. Another possibility that would also benefit these neighborhoods would be the creation of cul-de-sac streets on the north side of Concord to divert most of the local traffic onto Commonwealth, which is designated a collector street west of Fremont.



ORANGE STREET EXTENSION:

With the addition of new industrial uses and expansion of existing industries, the Alhambra industrial area is generating more and more traffic, most of which relies on Fremont Avenue for freeway access. Major facilities such as C.F. Braun & Co. and the Sears complex have necessitated the improvement of several secondary or collector streets in the vicinity of the industrial area.

With the pending extension of the Long Beach Freeway, the emphasis has been on the diversion of some of this traffic from Fremont to reduce congestion at the San Bernardino Freeway. A logical addition would be the extension of Orange Street across Fremont to connect with Concord. This improvement would take place after the improvement of Concord and would have to take into consideration existing industrial facilities west of Fremont that might influence the final alignment of the extension. The conceptual alignment on page 37 shows the extension meeting Meridian Avenue just south of Concord, then abutting Concord at a 90 degree angle.

The Orange Street extension is a long-range conception of a possible solution to traffic congestion in the industrial area in the vicinity of the Sears complex. This proposal is only a suggestion for future study, but is shown on the Circulation Element map to indicate future possible intent.

IMPROVED CIRCULATION TO FREEWAYS:

San Bernardino Freeway

Currently, there are four major access points to the San Bernardino Freeway. These are Fremont Avenue, Atlantic Boulevard, Garfield Avenue and New Avenue. No additional interchanges are proposed. However, the Circulation Element does recommend the extension of Marengo Avenue over the freeway to Hellman Avenue. This extension would improve circulation across the freeway, allowing traffic to use Marengo for crossing the freeway without interfering with freeway-bound traffic on Fremont and Atlantic. It would also increase access to the hospital as well as to the industrial area (employment) and the downtown business district (shopping) for those residents who reside south of the freeway.

In the eastern portion of Alhambra, access to the San Bernardino Freeway would be improved with the extension of Almansor Street between Corto Street and Mission Road. This would make Almansor a secondary arterial from Hellman to Main Street. North of Main Street, Almansor is designated a collector street to serve that residential neighborhood and to discourage through traffic in that area.

New Avenue, which was shown on the previous General Plan extended through the Almansor Park Complex, is shown on the Circulation Element map as a major arterial along its present alignment just outside the city limits in San Gabriel, which also has it designated an arterial on that city's Plan. The alignment through the Almansor Complex was abandoned due to the high cost of constructing the road and its probable negative effects on the open space and recreational nature of that area. It would also physically and visually separate the park from the San Gabriel High School grounds to the east.

Long Beach Freeway

Eventual construction of the Long Beach Freeway extension will greatly increase the efficiency of the Alhambra circulation system and tend to help balance the east-west flow with the north-south flow, which is currently very heavy since most of today's traffic is oriented to the San Bernardino Freeway.

The Long Beach Freeway will probably be depressed, allowing for overpasses at Hellman, Valley, Mission, Commonwealth, Poplar, and Huntington Drive. A major frontage road will connect Mission Road and Valley Boulevard, giving them both access to the freeway. The only other access will be provided at Hellman Avenue and at Huntington Drive, which will greatly increase freeway access for neighborhoods in the northern portions of the City as well as commercial areas and the downtown business district (via Main St.).

Poplar Boulevard is shown as a secondary arterial west of Main Street. The proposed land uses along Poplar are for high density residential and Poplar will be able to provide a route either into Alhambra and onto Main Street, or westward over the freeway toward Los Angeles without conflicting with the freeway-bound traffic on Main and Huntington Drive.

ALHAMBRA GENERAL PLAN



Circulation

-  **Freeway**
-  **Major Arterial**
-  **Secondary Arterial**
-  **Collector**

**Alhambra
General
Plan**

LAND USE

IX.

LAND USE ELEMENT

of the
ALHAMBRA GENERAL PLAN

Adopted by:
ALHAMBRA CITY COUNCIL
May 4, 1976

Prepared by:
URBAN FUTURES, INC.
Santa Ana, California

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INTRODUCTION

STATE LAW:

The California Government Code Section 65302(a) requires a Land Use Element of all city and county general plans, as follows:

"A Land Use Element which designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of the land. The Land Use Element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the Plan. The Land Use Element shall also identify areas covered by the Plan which are subject to flooding and shall be reviewed annually with respect to such areas."

SCOPE AND NATURE OF THE ELEMENT:

The Land Use Element of the Alhambra General Plan deals with the physical use of all lands within the Planning Area (within the City limits). Although ownership is not as important as are the actual interrelationships of the land uses to each other and to the Community as a whole, these uses are generally broken down into three major categories based on land ownership, as follows:

- A -- Privately-owned Lands -- All private property that is used for commercial, industrial, residential, or other physical use.
- B -- Quasi-public Lands -- All facilities and services and their related lands that may be privately-owned but are public in nature such as utility companies, water drainage and sewage disposal facilities, and other similar lands.
- C -- Publicly-owned Lands -- All lands that are actually owned by the City or County and available for public use such as parks, schools, playgrounds, or other purposes.

Without a Land Use Element for the City of Alhambra, individual plans that are or will be developed throughout the Community could not adequately provide for the comprehensive framework of land use allocation, policies and programs that are contained in the overall Land Use Element.

The adoption of a Land Use Element which accommodates maximum growth and development could result in over-development and over-utilization of environmental resources, producing a number of adverse impacts. On the other hand, a Land Use Element that is very restrictive might be more favorable to the environment by severely limiting growth and change, but it would have serious adverse effects on the social, economic, and legal aspects of the environment and the Community. It may also act to inhibit improvement of the Community through redevelopment or other action and may deny present and future residents of Alhambra the full range of benefits or amenities that would be available if a more moderate Land Use Element were adopted.

The proposed Land Use Element is a logical compromise between these extremes. It is aimed at achieving a balance of the important environmental values and an optimum environment in terms of physical, economic, social, and psychological factors. The main intent of this element is to combine all the land uses in Alhambra into one comprehensive guide for the City's future development and change. The final outcome of the Element is a set of proposals for the use of all lands in Alhambra, emphasizing neighborhood homogeneity and human activity rather than artificial legal restrictions and ownership patterns. In developing these proposals, various relationship factors have been considered including social

and economic factors and trends, natural physical factors, factors affecting urban circulation, and also the current land use characteristics of the Alhambra area.

More concisely, the Land Use Element will include the following:

- A -- A description of the existing land use patterns in text and map forms and including a discussion of important characteristics and densities.
- B -- A brief analysis of land use growth and change over the past years.
- C -- Evaluation of social and economic conditions in and around Alhambra that might affect land use or other change.
- D -- The effect of environmental factors, as described in the Conservation Element and other elements (Seismic Safety, Noise, etc.) on land use and future change.
- E -- Statements of land use goals and objectives.
- F -- Proposals for future land uses, including intensities of land use, aimed primarily at the next ten year period but based on trends and assumptions that go far beyond that time period.
- G -- General guidelines, including standards and criteria, for physical development within each major use category.
- H -- Brief discussion of plan implementation and priority determination.
- I -- A Land Use Element map showing the proposed land uses throughout the Planning Area by category of use.

RELATIONSHIPS TO OTHER ELEMENTS:

All of the General Plan elements will have at least some input into the Land Use Element. For this reason, the Land Use and Circulation Elements were the last two elements to be prepared to ensure their compatibility and comprehensiveness. All findings, conclusions, and recommendations of the other General Plan elements were considered and utilized in the preparation of these two elements. Therefore, the combined Circulation/Land Use Map actually represents the culmination of the planning process and the overall physical General Plan for the City of Alhambra.

The nature, routing, and overall design of the circulation system are among the major determinants of neighborhood growth and form and the availability of access and circulation throughout the City will have a major input into the type, location, and density of land uses proposed for various portions of the Community.

Other Elements of the General Plan, such as the Conservation, Open Space, Seismic Safety, Public Safety, Parks and Recreation, and Scenic Highways, deal with the many and varied environmental and scenic resources of the area as well as lands that may be hazardous or unsuitable for development, usually due to natural environmental conditions such as flood plains or seismic (geotechnical) conditions. The Noise Element points out areas of the City that are or may be noise impacted and presents some methods that may be used to alleviate the problems.

The Public Facilities Element, although primarily an informational element, summarizes the facilities, services and utilities that serve the Community and indicate some of the effects that may be felt in the public sector from increased growth and development.

The Housing Element identifies Community housing needs and the needs of the City's residents based on a number of factors including income, education, family size, etc. This element will help to determine the long-range needs for additional public services, facilities and utilities, as well as supportive land uses such as commercial and industrial uses. The Housing Element, along with the Land Use Element and Circulation Element, will have significant input into future projects involving neighborhood growth, rehabilitation or other change.

Generally, the Land Use Element, in combination with the Circulation Element, has an "umbrella" effect in its potential to reflect in its contents the majority of other elements.

BACKGROUND INFORMATION
FOR THE
LAND USE ELEMENT

HISTORICAL SUMMARY:

The history of Alhambra shows that the area was subdivided into small ranchos prior to the time of incorporation in 1903. After incorporation, the City became increasingly urban in nature with citrus and agricultural industries gradually giving way to new subdivisions and commercial uses. These changes also included a new employment base for the Community which made possible a reduced dependence on Los Angeles and a greater relationship with the growing San Gabriel Valley. As the population of the country shifted from the East to the West and became more automobile-oriented, Alhambra became more and more urbanized, reaching nearly complete development in the mid-1940's.

The City is currently undergoing its second stage of urbanization. This stage consists of "transitional change", usually to higher density development. Many of the older single-family residential structures that were built prior to 1940 are gradually being replaced by higher density residential structures and, in some cases, commercial, industrial and other land uses. This transitional stage of development will continue to increase the total population of the City and will also bring greater demands for public services and facilities, utilities, and transportation/circulation facilities.

EXISTING LAND USES & ZONING:

One of the first steps in the General Plan development process is to map, tabulate and analyze the existing land use configuration in Alhambra. The consideration of existing land uses is basic to the development of all the General Plan Elements, especially the Land Use Element.

The basic tools for the Land Use Analysis were base maps of the most up-to-date information, depicting land uses and zoning at a scale of 1 in. = 400 ft. These City-prepared maps were measured by land uses and zones, interpolated into acres, compared for consistency, and tabulated for further reference and analysis. As in the Housing Element, the census tracts

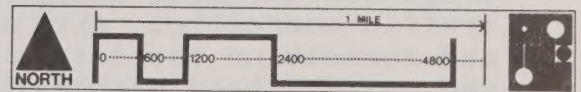
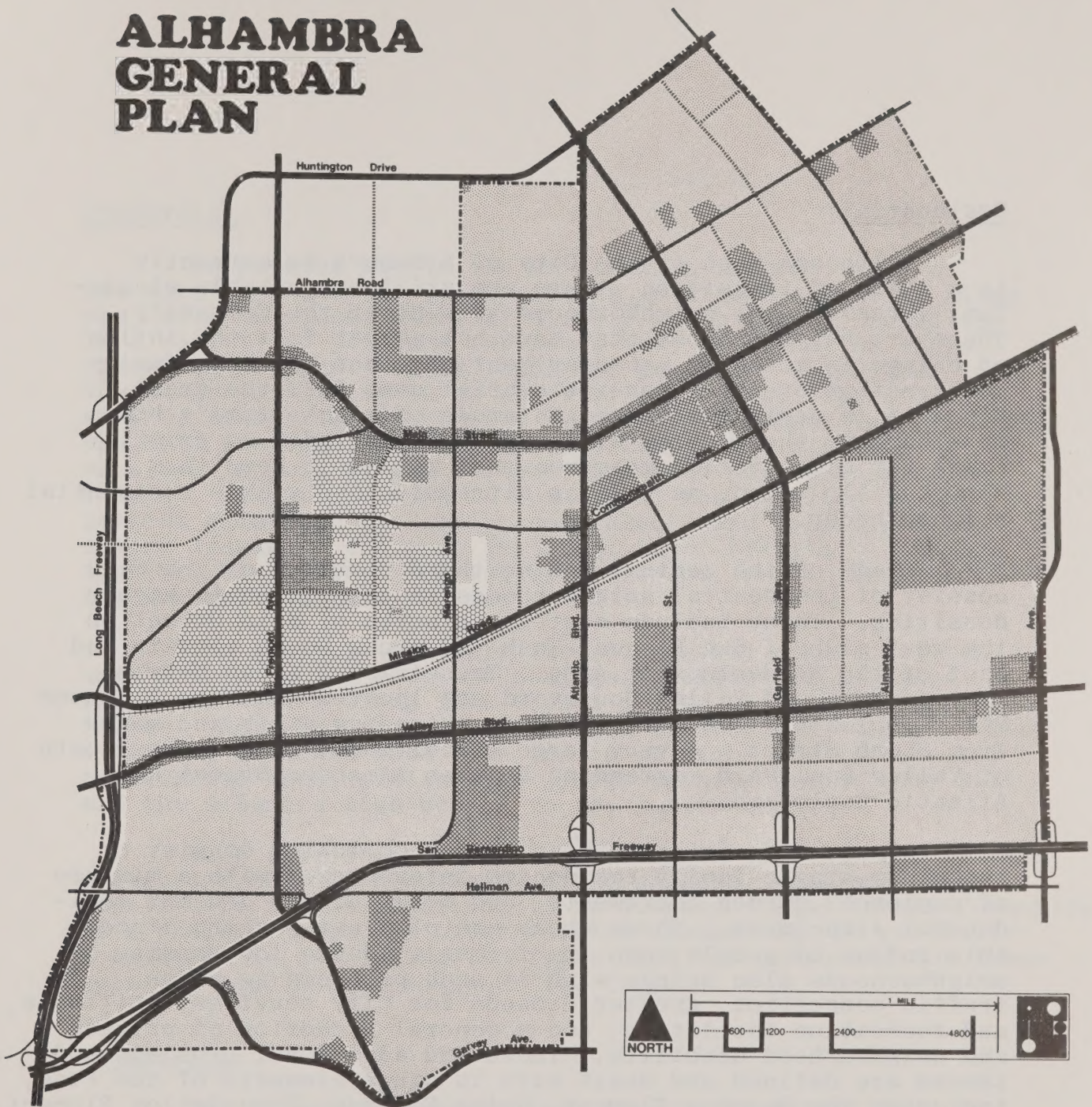
were used as the basic units for ease of tabulation and comparison and to enable simple visual orientation of these areas to the City as a whole. This census tract information can also be used with the Housing Element information concerning various social, employment, educational, income, and other data for cross-tabulations in any one of twelve City areas, if desired.

The analysis of existing land uses in the City determined the following acreage totals for each of the listed land uses. A detailed breakdown by census tract of these figures is included in the Appendix. Also included in the table below are percentage totals for each of the land uses.

<u>LAND USE CATEGORY</u>	<u>ACRES</u>	<u>% OF TOTAL</u>
Single Family Residential -----	1875.53	48.2%
Two-Family Residential -----	302.49	7.8%
Three-Family Residential -----	111.31	2.9%
Four-or-More-Family Residential--	347.28	8.9%
Public -----	581.74	14.9%
Commercial -----	288.01	7.4%
Manufacturing -----	246.82	6.3%
Utilities -----	14.07	0.4%
Parking -----	46.91	1.2%
Vacant -----	79.92	2.0%
	<u>TOTALS 3894.00</u>	<u>100.0%</u>

As can be seen in the above table, the predominant land use category in the City of Alhambra is single-family residential with almost one-half of the City's total acreage. Following the "Generalized Land Use" map on the following page is a short summation of the major land use categories.

ALHAMBRA GENERAL PLAN



Generalized Land Use

-  **Residential**
-  **Commercial**
-  **Industrial**
-  **Public / Quasi - public**

Residential:

Although much of the City of Alhambra is currently in a state of transition, there are still many stable single-family residential neighborhoods throughout the Community. These are neighborhoods that have not as yet felt the influx of change in terms of new apartment or other multiple-family construction or other non-residential uses into the areas. Since it is desirable to retain areas of single-family homes in Alhambra, these areas will surely be included as priority areas for conservation measures that will help keep them structurally sound, as well as attractive and viable residential neighborhoods.

Many of the central and northern portions of the City consist of residential neighborhoods in transition to higher densities. These include most areas north of Main Street on the west side of San Pasqual Wash and areas south of Main and east of the Redevelopment Area. Transitional areas between Mission Road and Valley Boulevard are located near the Almansor Park Complex and west of Atlantic, extending north and south from Shorb Street. A very large transitional area exists south of Valley Boulevard, extending between Almansor Street and Atlantic Boulevard.

These transitional areas of the Community consist of the older single-family residences interspersed with a mixture of duplexes, garden apartments, and other higher density residential structures. These areas are of great concern since this influx of people into the formerly stable low-density neighborhoods also brings with it such problems as noise, traffic congestion, greater demands for City services, utilities, and recreation facilities, and a general reduction of privacy and neighborhood stability. These and additional problems and issues are defined and dealt with in other elements of the Plan, including the Housing Element, Noise Element, Circulation Element, and Public Facilities Element. The primary intent of the Land Use Element is to identify the locations of such characteristics and provide areas throughout the City where neighborhoods should be preserved (or conserved) in their present low-density state and also neighborhoods where higher densities may be desirable and can be provided for. These determinations, of course, are based on input from all the Elements of the General Plan, and primarily the Public Facilities, Circulation and Housing Elements.

Commercial:

As pointed out in the Circulation Element, many of the first residential neighborhoods in Alhambra grew up along what were to become arterial streets and highways, resulting in a variety of problems for homes that now front on these arterials. In many cases, economic pressures outweighed the advantages of living on an arterial street and, therefore, many of these residences were converted to commercial or other use that was considered to be more compatible with the often negative impacts of the streets, and also more economically viable. This transition to commercial has resulted in the present existence of "strip commercial" land uses along the entire length of the more important major arterials; in particular, Main Street and Valley Boulevard, as can be seen in the Generalized Land Use map.

The greatest concentration of general commercial land uses exists in the downtown business district of Alhambra which is located along Main Street in the vicinity of Garfield Avenue. Adjacent to and surrounding the business district are a variety of mixed land uses including high- and low-density residential uses, public uses, large parking areas, City Hall, and the Alhambra High School to the southwest.

Each type of commercial land use in the City has its own particular set of advantages, disadvantages, problems, and benefits to the neighborhood it is located in and to the Community as a whole. These and other related issues will be carefully considered in developing the final land use proposals for these types of land uses throughout the City.

Industrial:

The Alhambra Redevelopment Agency was established in 1969 to spur the economic revitalization of the industrial areas of the City. Virtually all of the industrial land in the City is located within the boundaries of the ARA. The Agency has been quite successful in meeting its goal and attracting new industrial uses to the Area and also in upgrading the Area visually and aesthetically. The most recent major addition to the Area is the Alhambra Community Hospital which is now in full operation on Raymond Avenue just south of Main Street.

The southern portion of the Redevelopment Area is well buffered from residential areas to the south by Mission Road and the railroad right-of-way. On the east side of the Area, the industries are generally of a lighter nature with smaller establishments adjacent to the residential areas. The residential neighborhood having the greatest degree of negative impact from the industries nearby is that to the south of Concord Avenue on the west side of the Area. This consists of a narrow strip of residential uses, mostly of the single-family and duplex type. These homes include a mixture of sound and deteriorating homes, some of which are immediately adjacent to heavy industrial uses.

Public/Quasi Public:

The largest public land area in the City is the Almansor Recreation Complex in the eastern portion of the City south of Mission Road and the railroad. Other areas included in this category are the schools, Civic Center area, Moor Field, and other institutional uses such as the Ramona Convent. A detailed description of these land uses is found in the Parks and Recreation Element and in the Public Facilities Element of the General Plan.

Existing Zoning:

Alhambra's Zoning Ordinance is the device the City uses to put the General Plan into action. It is a law; consisting of a map and a written ordinance describing its purposes and its use. The basic difference between the General Plan and the Zoning Ordinance is that the Plan represents a generalized over-all picture of the desired physical form of the Community at some future time while zoning is a regulatory device aimed at the regulation of the present growth and development of the Community in the direction of the General Plan.

The Zoning Ordinance, which was revised in October 1974, includes four categories of residential zones, R-1 through R-4. Calculating out the requirements for these zones, the following densities of dwelling units per acre are possible in Alhambra.

<u>ZONE</u>	<u>DENSITY</u>
R-1 ----	5.09 Dwelling Units/Acre
R-2 ----	17.40 Dwelling Units/Acre
R-3 ----	43.56 Dwelling Units/Acre
R-4 ----	43.56 Dwelling Units/Acre (Allows high-rise)

The following table shows the relationship between the existing land uses and the existing zoning in Alhambra. The matrix indicates the number of acres of land use in any one category that occurs in any particular zoning category and also shows the totals for each land use and zoning category. Land Use acreages by zone are read horizontally across the table while zoning acreages are read vertically, making it possible for the reader to isolate the occurrence of any individual land use under each separate zoning category. The matrix then becomes an analytical tool by which the user may pick any zoning category and compare increments or totals of different land uses within that zone to determine and evaluate the consistency or inconsistency between the two. This information makes possible further categorical analysis of land use, zoning or population and serves as a base from which other significant data pertinent to the planning process may be generated.

LAND USE	ZONING CATEGORIES								LAND USE TOTAL
	R-1	R-2	R-3	R-4	C	M	P	OS	
Single Family	1112.87	410.91	267.86	51.16	10.13	10.2	11.6	.8	1875.53
Two Family	18.49	131.75	124.82	16.54	4.49	2.32	4.08	0	302.49
Three Family	1.04	46.95	46.4	11.21	2.46	1.39	1.86	0	111.31
Four + Family	10.04	46.18	221.05	45.0	10.43	1.14	7.82	5.62	347.28
Public	7.2	7.95	18.55	50.78	15.55	0	5.38	476.33	581.74
Commercial	1.53	2.37	19.22	1.83	219.45	43.11	.5	0	288.01
Manufacturing	0	0	0	0	1.64	245.04	.14	0	246.82
Utilities	1.61	.22	4.34	.21	5.74	0	0	1.95	14.07
Parking	.5	.61	.89	6.6	21.6	.94	13.41	2.36	46.91
Vacant	8.73	5.11	19.0	9.98	12.5	21.46	.74	2.4	79.92
ZONE TOTALS	1162.01	652.05	722.13	193.31	303.99	325.60	45.53	489.46	3894.00

SUMMARY OF LAND USE AND ZONING ACREAGES
City of Alhambra

Care should be taken in direct comparisons of information included in the Land Use/Zoning Matrix table. In many cases, the land use categories cannot be directly compared with the zoning categories. For instance, the R-2 zone includes about 652 acres throughout the City. However, this cannot be compared directly with the two-family land use category since single-family residences, day care centers, homes for the aged, and possibly other land uses may also be included in this zone.

The conversion of residential areas to non-residential uses and the transition to higher density uses has been discussed earlier in this Element. These transitional areas are probably the most significant and critical to the Land Use Element since these areas will absorb the future increases in population, will have a strong impact on existing single-family homes, and will be the focal points for potential problems including traffic congestion, crime, noise, and other social, physical, and economic problems.

One of the major problems the City of Alhambra is currently facing is that of over-zoning. Large portions of the City are zoned for residential densities that are much higher than the existing lower-density residential land uses. Because of this, the older single-family homes are interspersed with garden apartments and other types of higher density land uses. Since lending institutions are often reluctant to finance home improvements in transitional areas, the existing homes in these areas are deteriorating, inflated sales prices are often beyond the demand for such lands, and these neighborhoods are becoming less and less stable, as compared to their counterparts in single-family residential zones. These stable areas have continued to increase in value and desirability while preserving their low-density family neighborhood character.

The map entitled "Potential Residential Change" on the following page is a combination of existing residential land uses and residential zoning throughout the City. Although the map is somewhat generalized, its purpose is to indicate the general locations throughout Alhambra that will experience the various residential changes in density, according to the current zoning. Areas are also shown where homes are currently in non-residential zones and will ultimately be eliminated. A more detailed appraisal of potential growth will be presented in the following pages of this Element.

ALHAMBRA GENERAL PLAN



Potential Residential Change

-  Areas of Existing Single-Family and Two-Family Units in R-2 Zones
-  Areas of Existing Single-Family and Two-Family Units in R-3 Zones
-  Areas of Existing Single-Family and Two-Family Units in R-4 Zones
-  All Existing Residential Areas Zoned for Non-Residential Uses

POPULATION:

This section on population is included in the Land Use Element of the General Plan because land use proposals, along with zoning and other City regulations, will have the greatest influence on Alhambra's future population changes by controlling the type, quality and location of future development.

As previously stated, over-zoning has provided the potential for considerable transition to higher densities in many areas of the Community. The previous General Plan also recognized this condition and predicted that "if apartment construction continues in the disorganized pattern afforded by existing zoning, it is likely that the City's population will reach about 115,000 by 1985." Since that time, ten years have passed, the City has revised the Zoning Ordinance, and the population has increased very little, if any.

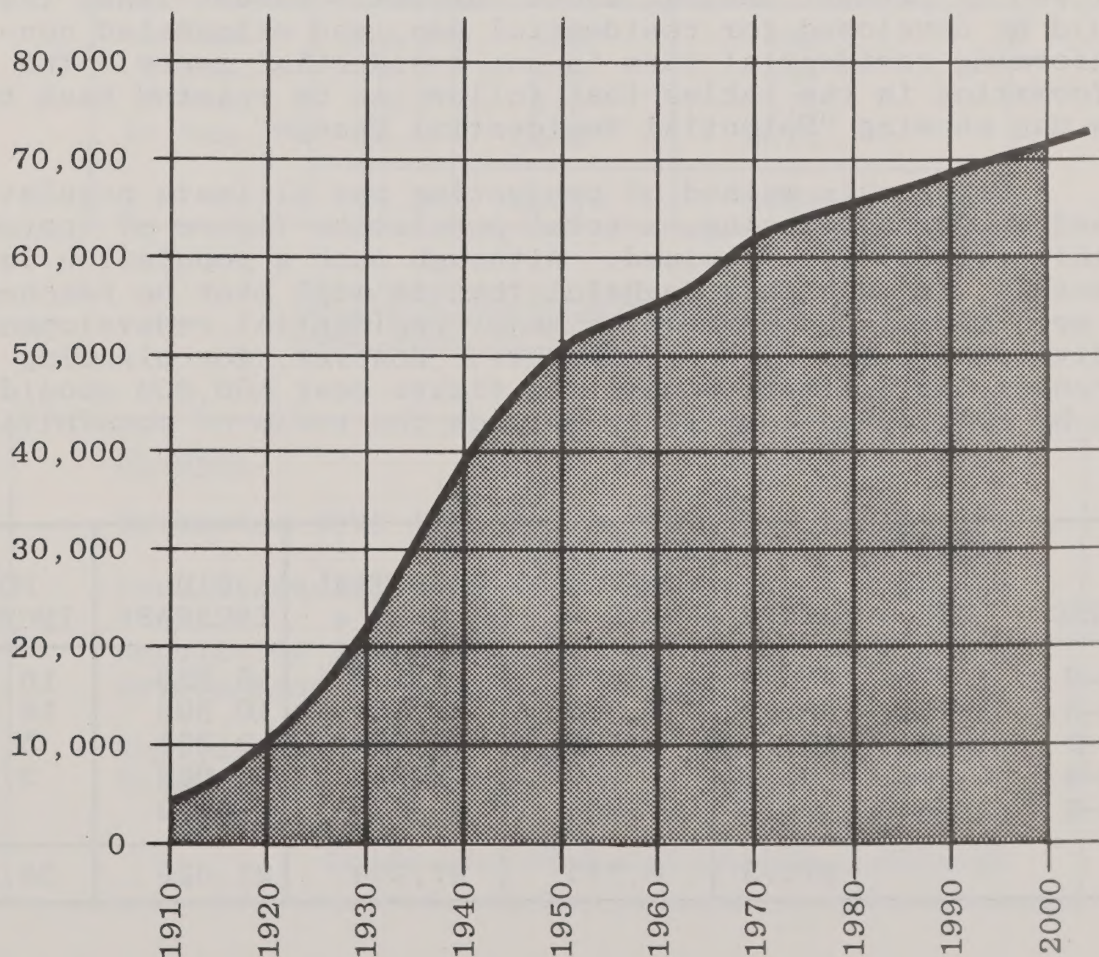
The 1970 Census showed the population of Alhambra to be 62,125 with an average persons per household of 2.43. The Los Angeles Regional Planning Commission's periodic updates of population and dwelling units showed the following changes as of July 1, 1974:

	1970	1974	Change Pop.	
Single-Family & Duplex	16,971	16,763	-208	-562
Trailers	27	29	+2	+4
Multiple-Family	8,957	9,744	+787	+1495
TOTALS	25,955	26,536	+581	+937
1970 Population	-----	62,125		
1974 Population	-----	63,062		

The figures for the population column in the above table were based on estimated numbers of people per housing unit according to density and type of unit. The RPC used an average persons per unit of 2.7 for the single-family and duplex category and 1.9 for both trailers and multiple-family.

In 1960 (Census) the average number of persons per household was 2.62. This figure dropped to 2.43 by 1970. At this rate, assuming a steady trend, the number to be applied to 1975 dwelling unit figures would be 2.34 people per unit overall. Applying this figure to the total estimated dwelling units in

the City would produce a total estimated population of 62,094. Therefore, using this method which includes the current trend toward smaller families and household groups, there would be a decrease in population, although total units have increased 2.2%. Regardless of the method used, the population appears to have changed very little since the 1970 Census. This leveling-off of population growth appears to have begun about 1950, as shown on the graph below. With the exception of a slight upsurge in the 1960's, possibly due at least in part to the 85-acre Alhambra Hills annexation in 1963, the population has slowed to a rather steady 4,000 per decade. This rate is represented on the graph, indicating a potential population at this rate of slightly over 70,000 by the year 2000.



POPULATION GROWTH AND PROJECTION

Another method was used to determine the ultimate population potential in Alhambra at some future point in time based on current zoning in the City. This method used a total acreage of 2,729 for the total number of acres in the City currently zoned for residential use. Applying the maximum possible number of dwelling units to these areas along with reasonable estimates of people per dwelling unit, this method produced a potential population of about 118,000.

However, this method did not take into consideration land uses in residential zones that are non-residential in nature and would in all probability remain indefinitely with little possibility for conversion to residential uses. These include churches, utilities, public areas and other uses.

A further refinement of this projection method considered the "recycling" of residential areas to higher densities, as allowed by present zoning, added currently vacant lands that could be developed for residential use, and eliminated non-conforming residential uses in non-residential zones. The information in the tables that follow can be related back to the map showing "Potential Residential Change".

Using this method of projecting the ultimate population, based on current zoning, a total population figure of approximately 101,000 was obtained. Although such a population is possible, it is highly doubtful that it will ever be reached or even approached, even with major residential redevelopment activities in the City of Alhambra. However, for planning purposes, an ultimate population figure near 100,000 should not be considered completely outside the realm of possibility.

ZONE	PRESENT LAND USE	ACRES	ESTIMATED EXISTING D.U.'s	POTENTIAL D.U.'s	D.U. INCREASE	POP. INCREASE
R-2	1 Fam.	410.9	2,092	7,150	5,058	10,797
R-3	1 Fam.	267.9	1,363	11,668	10,305	18,489
R-3	2 Fam.	124.8	2,172	5,437	3,265	5,334
R-4	1 Fam.	51.2	260	2,229	1,969	3,533
R-4	2 Fam.	16.5	288	720	432	706
		871.3	6,175	27,204	21,029	38,859

"RECYCLING" OF EXISTING AREAS
ALLOWED BY PRESENT ZONING

ZONE	ACRES	POTENTIAL D.U./Ac.	TOTAL POTENTIAL D.U.'s	TOTAL POTENTIAL POPULATION
R-1	8.7	5.1	44	118
R-2	5.1	17.4	88	202
R-3	19.0	43.6	828	1573
R-4	10.0	43.6	436	828
	42.8	----	1396	2721

VACANT LAND FOR
RESIDENTIAL DEVELOPMENT

LAND USE	ACRES	ESTIMATED D.U.'s	ESTIMATED POPULATION
1 Fam.	32.6	166	448
2 Fam.	10.9	189	434
3 Fam.	5.7	248	471
4+ Fam.	25.0	1090	2071
	74.2	1693	3424

NON-CONFORMING RESIDENTIAL
LAND USES TO BE ELIMINATED

SUMMARY:

Estimated 1975 Alhambra Population	----	63,000
Population Increase From "Recycling"		+38,859
Population Increase Expected from Development of Now Vacant Lands		+ 2,721
Population Decrease Expected from Elimination of Non-Conforming Uses		- 3,424
<u>TOTAL ULTIMATE POPULATION</u>		<u>101,156</u>

SOCIAL & ECONOMIC CONDITIONS:

Since much of the information pertaining to Alhambra's social and economic conditions is presented in the Housing Element, only brief summations will be made in this Element of characteristics that might affect future land uses or other physical changes in the Community.

Population Composition:

Information in the Housing Element, which was based primarily on 1970 Census data, indicated that of Alhambra's 62,125 people, there are two major minority groups. The largest, with 20,228 (32.6%), is the Spanish-American minority ethnic group. The other is the group consisting of the elderly or senior citizens which numbers about 20% of the population and is the third largest concentration of elderly persons in the San Gabriel Valley. These two groups were closely evaluated in the Housing Element and their needs have been considered in formulating the residential land use proposals.

During the ten year period from the time of the 1960 Census to the 1970 Census, the population of Alhambra increased 13.4%. During that period there were subtle changes in the distribution and ages of population also. The numbers of elderly persons increased slightly while the number of persons under 18 years old decreased and the Median Age of the City's population declined from over 40 years to 36.7 years. However, the greatest and most significant change is the increase in population experienced by the Spanish-American population which increased from only 5.8% of the population in 1960 to 32.6% in 1970.

In addition to the high number of senior citizens, there is also a disproportionate number of young families, indicated by the large number of persons in the 20 to 29 age group and also by the large number of children. However, Alhambra's families average slightly under 2 children per family, showing a stronger trend toward smaller families than do similar figures for the County which averages 2.24 children under 18 per family.

Information concerning the composition of Alhambra's population indicates the need for a wide range of housing types from large family units and single family homes, to smaller units for unmarried persons, couples without children and for single persons and elderly. Since not everyone will have the desire or ability to live in and maintain a single family residence, there will be a need for a balance of residential types that will also include apartments, townhouses, condominiums or other residences that provide a wide range of housing opportunities.

Socio-Economic Characteristics:

Social characteristics concerning population and its distribution have been discussed briefly in the previous section and in the Housing Element. This section is to go more into the other aspects of the social composition of the population in terms of education, employment and income as these factors might affect land use.

The majority of the residents 25 years old and older are high school graduates, many having college or other types of higher education also. The Median School Years Completed in Alhambra is 12.4 and there are no Census Tracts in the City in which this total falls below 12 years. As pointed out in the Public Facilities Element, the school system is adequate and no additional schools will be needed in the future. There are also numerous opportunities for higher education. Many colleges, trade schools and other facilities are available within driving distance of Alhambra, the closest being California State University at Los Angeles near the southwest corner of the City.

Employment characteristics of Alhambra residents shows that approximately 63% of all employed persons work in "white-collar" type jobs such as professional, technical, managerial, sales, etc. These and other jobs are provided in many areas of Alhambra and in particular the industrial area and the downtown business district. The many commercial and office-professional establishments along the major arterials also employ a considerable number of workers, as do similar types of job opportunities outside the City.

The Median Income of all Alhambra families was reported by the Census to be \$11,004, slightly higher than the figure quoted for the County of \$10,972. New construction such as the Alhambra Community Hospital and the Sears Complex have added many job opportunities, as will additional commercial and industrial development that is now under construction or planned, many of it to be located in the industrial area of the City.

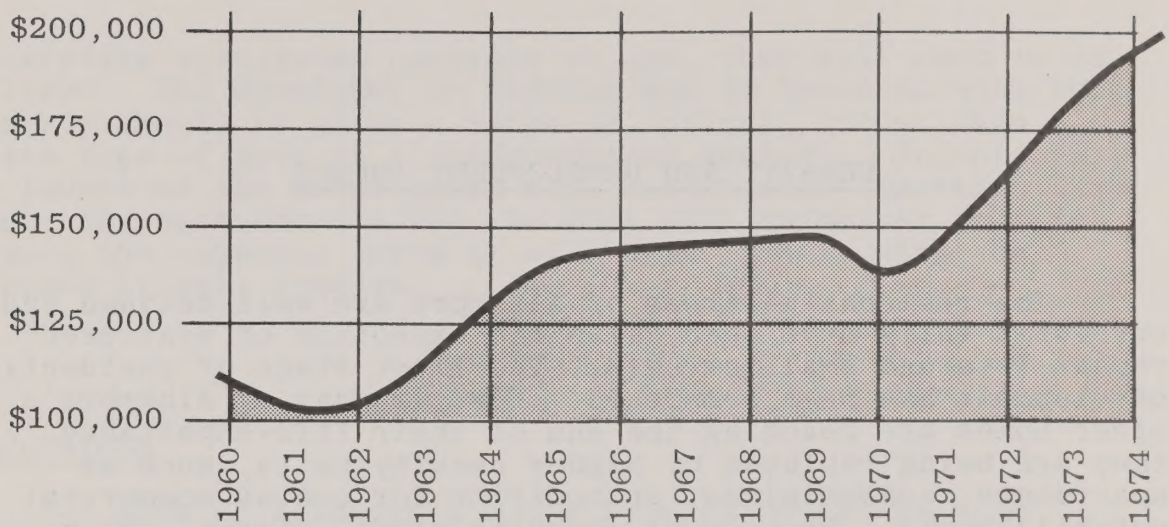
In addition to these characteristics of the population, other factors such as the location of welfare recipients, lower-income families, minority concentrations, etc. will also be considered in the formulation of land use proposals. However, since the General Plan deals primarily with the locations and densities of housing types, it will be the responsibility of the City and market demands to provide the particular housing types and quantities that will meet the needs of the residents.

Economically, Alhambra is currently enjoying a very positive trend in taxable sales, as can be seen in the tables on the following page. Total taxable sales transactions in Alhambra have increased by 70.9% since 1960 (through 1974). Dollar sales increased during that period from \$110,747,000 to \$189,279,000. The curve for Alhambra is very similar to that of Los Angeles County (seen in the lower graph) which experienced a 136.6% increase over the same period.

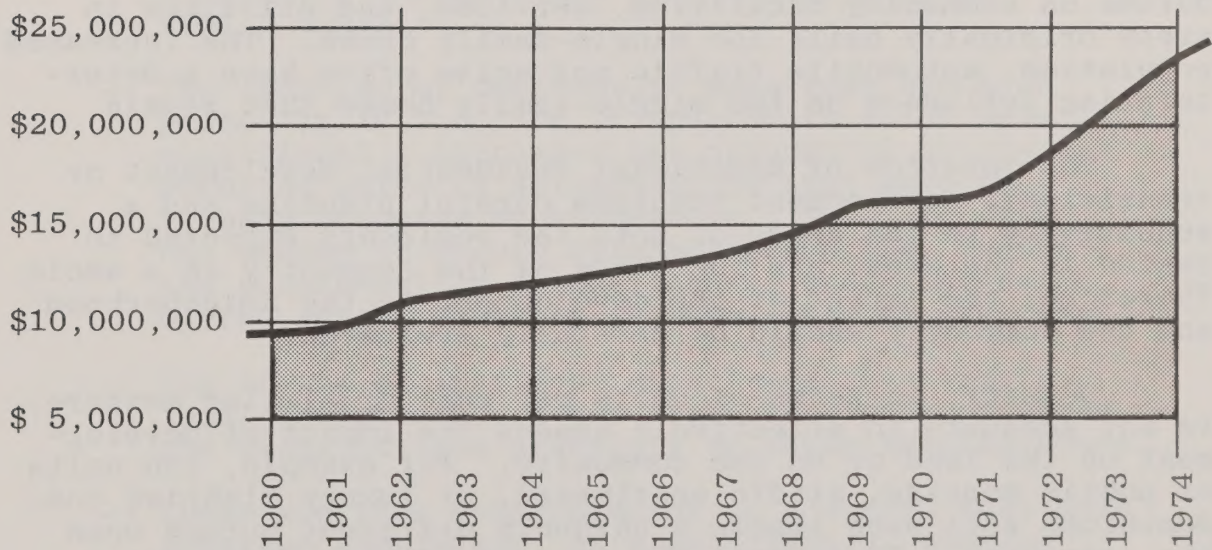
The curves of both graphs show a slight dip in 1970 followed by a sharp recovery. This reflects a statewide slowdown in retail merchandising caused primarily by high levels of unemployment, a severe decline in aerospace activity, a general slowdown in several sectors of the manufacturing labor market, and a widespread decline in consumer confidence. During that year the State Board of Equalization contributed all of the gain in the level of sales to higher prices rather than to any increase in physical volume.

The following year (1971) showed a turn-around with a statewide increase in taxable transactions of 8.3% (6.8% in Alhambra). This was attributed primarily to Federal controls, including a 90-day wage-price freeze in August, 1971. The year ended with greatly increased physical volume and improved consumer confidence. Taxable sales were pushed upward even more the following year (1972) by even greater consumer demand and also by the extension of the sales tax to gasoline, which represented about 6% of the sales tax base. The same year also saw record levels of employment and personal income.

In Los Angeles County, unemployment rose through 1974. Although the taxable sales curves continue to climb, reductions in retail trade and government activities and also additional layoffs in many industries, including automobile-related industries, will continue to depress employment totals and unemployed workers will have increasing difficulty finding jobs in both the skilled and unskilled fields.



TOTAL TAXABLE SALES TRANSACTIONS
CITY OF ALHAMBRA
 (Thousands of Dollars)



TOTAL TAXABLE SALES TRANSACTIONS
LOS ANGELES COUNTY
 (Thousands of Dollars)

DENSITY AND DEVELOPMENT IMPACT

The residential areas of Alhambra are well-defined and currently fully developed, with the exception of scattered vacant lots and small parcels. The first stage of residential development has been completed. Now, as many of Alhambra's older homes are reaching the end of their life-expectancy, they are being replaced by higher density units, such as apartments, condominiums, or modified for use as commercial establishments. Because of changing needs, rising land prices, and housing market characteristics, new single-family homes are not being built as replacements for older homes. Subsequently, in many areas of the community, the result of the "transition" has been an increasing occurrence of mixed uses at higher densities, in the once low-density single-family neighborhoods. This transition is often smooth and desirable to meet the changing needs of the residents. However, change that is not smooth and desirable often puts an additional burden on community facilities, services, and utilities in areas originally built for single-family homes. The increased population, automobile traffic and noise often have a deteriorating influence on the single-family homes that remain.

The location of additional residential development or transitional development requires careful planning and a sensitivity to the needs of both the residents expected to reside in the area, and the needs of the community as a whole. Therefore, the impact of the development on the neighborhood and the community should be carefully evaluated.

Density, in terms of units per acre or similar measure, is not adequate to effectively assess the impact of development on the land or on the community. For example, 100 units of public housing, studio apartments, or luxury highrise condominiums will each impose a uniquely different burden upon the community. Therefore, the impacts of each development, including economic, social, physical, or environmental, should be weighed prior to approval to determine the capacity or desirable range of development for that particular piece of property. Such factors as public utilities, services, facilities, schools, etc., should be assessed, as well as various options and densities of development that may be suitable.

As existing structures continue to age, they will need to be replaced. The developer or builder who is involved with the property should be given a range of options, rather than a single type of unit at a predetermined density. In this way, the impact of the development will become more important than simply the unit density and the City will be better able to balance the expected costs it will have to bear with the revenues it will receive.

CONCLUSIONS

- Much of Alhambra's older housing stock has been replaced with multiple-family residential structures which have increased the population, traffic congestion, noise, and the burden on City services and facilities, including the circulation system.
- Most of the transition to higher density residential units has occurred in neighborhoods originally designed for low-density single-family homes.
- The increase of residential densities has been primarily in the form of apartments which have significantly increased the proportion of renter-occupied units in neighborhoods that were previously occupied by homeowners. This, in turn, has tended to reduce neighborhood pride, respect and consideration for neighbors, and maintenance of the renter property in some areas of the City.
- The influx of apartment structures into single-family neighborhoods has often adversely affected the viability and stability of these neighborhoods.
- There are also neighborhoods in Alhambra that have remained completely, or predominantly, single-family in nature. There is and will continue to be a demand for such neighborhoods, as well as a strong desire to retain these neighborhoods in their present low-density state.
- The population of Alhambra has appeared to have leveled off in recent years and there is no need or desire for additional population growth.

POPULATION GROWTH AND RESIDENTIAL DEVELOPMENT GOALS:

- 1 -- To maintain a variety of residential densities and housing opportunities throughout the Community for Alhambra residents.
- 2 -- To ensure that all new development is compatible with the Circulation Element and existing street system and that the system will adequately handle the expected traffic increase.
- 3 -- To ensure that all residential development proposals include an adequate and detailed analysis of the impact on the entire community and of the community's ability to sustain it, in terms of provision of services, facilities, and utilities.
- 4 -- To encourage only additional residential development that is necessary to replace older deteriorated housing stock and to provide for the natural increase in population, but not to encourage higher densities that will stimulate population growth.
- 5 -- To encourage the maintenance and conservation of existing single-family homes and the preservation of existing low-density neighborhoods throughout the Community.

LAND USE GOALS & OBJECTIVES

Goals and objectives have been developed and presented for each of the General Plan elements. To be effective and meaningful, each of those goals and objectives must be compatible with the overall goals of the City and of the Land Use Element, which combines all input from those elements into the physical land use plan for the future development and change of the Community.

The Land Use goals are intended to provide long-range guidelines toward which the City will proceed through the normal course of day-to-day planning, decision-making and administrative action. The supporting objectives will help to define the course of action the City will take in implementing these goals and will provide a basis for policy decisions.

A basic overall Community-wide goal is followed by more specific goals for the various land uses along with their related supporting objectives.

COMMUNITY-WIDE LAND USE GOAL:

- To provide for an orderly pattern of future development and change throughout the City of Alhambra that will be both compatible with and beneficial to existing land uses and which will ensure Alhambra residents of a desirable urban environment in which to live, work, shop and play.

RESIDENTIAL LAND USE GOALS:

- To provide for a well-balanced variety of residential densities and housing opportunities throughout the Community for all residents of Alhambra.
- To ensure a high degree of livability and environmental quality in all residential areas of the City.

Supporting Objectives:

- 1 -- To provide for a distribution of population through the use of a variety of densities and housing types throughout the City in order to avoid undesirable and inefficient concentrations of the population in any one location of the Community.

- 2 -- To amend the zoning map to reflect desirable existing land uses that are currently non-conforming but are compatible with the General Plan and with adjacent land uses.
- 3 -- To increase open space requirements as well as other code requirements that will improve residential quality and livability.
- 4 -- To consider and ensure the provision of such factors as adequate access, off-street parking, reasonable demands on utilities and public facilities, and others that might affect residential or Community quality.
- 5 -- To encourage the development of residences for all economic segments of the City and to also encourage the ownership of these units in order to increase neighborhood stability.

COMMERCIAL LAND USE GOALS:

- To create an economically strong and balanced commercial sector of the Community that is easily accessible, attractive, and meets the commercial needs of the market area.

Supporting Objectives:

- 1 -- To undertake an indepth study of the Downtown Business District, followed by effective revitalization.
- 2 -- To implement appropriate sections of the Community Design Element aimed at achieving a more attractive commercial environment.
- 3 -- To encourage the clustering of businesses, landscaping, development of small commercial centers with shared parking, and other development techniques that will improve the visual appearance and efficiency of existing "strip" commercial development along arterial streets.
- 4 -- To achieve strong investment and consumer support for the commercial sector of the Community.

INDUSTRIAL LAND USE GOALS:

- To create a strong and diversified industrial sector of the Community while eliminating and preventing the spread of blight and deterioration in the Alhambra Redevelopment Area.

Supporting Objectives:

- 1 -- To minimize acquisition and clearance while encouraging new investment and development opportunities that will strengthen the assets of existing industrial uses.
- 2 -- To upgrade the environmental quality of the Alhambra Industrial Center and utilize other resources that will help to achieve a more competitive position in the industrial market.
- 3 -- To improve accessibility, off-street parking, visual attractiveness and other factors that will increase the Industrial Center's efficiency and stimulate private investment.
- 4 -- To minimize potential physical and environmental conflicts between industrial facilities and residential or other "quiet" land uses.

COMMUNITY FACILITIES LAND USE GOALS:

- To provide for a land use configuration in Alhambra that will not over-tax community facilities and utilities beyond reasonable limits.

Supporting Objectives:

- 1 -- To provide for a Community-wide balance of land uses and densities that will not create excessive demands on facilities and utilities in areas of development concentration.
- 2 -- To encourage the use of alternative energy sources, such as solar energy, and energy-related environmental criteria in the design, construction and lot orientation of new or proposed buildings.
- 3 -- To explore the feasibility and potential for the multiple-use of existing public or quasi-public rights-of-way for recreational purposes.

CIRCULATION/TRANSPORTATION LAND USE GOALS:

- To provide for a land use configuration in Alhambra that is compatible with the transportation and circulation systems that currently exist and with those that are planned by the City, County, and State.
- To provide for land uses that encourage efficient use of the circulation systems that exist, while avoiding land use concentrations or locations that might result in unnecessary and undesirable congestion.

Supporting Objectives:

- 1 -- To provide for adequate access into residential areas by local or collector streets, avoiding congestion and hazardous conditions that are often caused by direct access onto arterial streets from local streets or residences.
- 2 -- To provide for alternative modes of transportation such as bicycles, pedestrian facilities, etc., as well as access to major regional transportation systems.
- 3 -- To adequately buffer the more sensitive land uses from the adverse effects of freeways, major arterials, railroad and other circulation components.
- 4 -- To encourage the development of clustered commercial uses, especially along arterial streets, that make more efficient use of parking and land utilization while maximizing safe pedestrian circulation.

THE LAND USE PLAN

INTRODUCTION

Previous sections of this Element, and especially the section entitled "Background Information for the Land Use Element", have laid the groundwork on which the Land Use "Plan" is based. Since the Land Use Element describes the proposed general locations and intensities of land uses in Alhambra, it is actually the final culmination of all the proposals, recommendations, standards, criteria, goals and objectives of all the General Plan elements. Therefore, it takes on an "umbrella-like" nature in bringing the data from all the other elements together into the single overall physical plan for future Community growth and change.

The actual Land Use Plan is shown on the adopted General Plan Map, which is included at the back of the document. The Land Use Element text describes the Plan in summary form with each of the General Plan elements providing more detailed information, proposals, and goals, all of which must be compatible with and supportive of the Land Use Plan concepts.

The following is a summary of the Land Use Plan by major land use categories. Since this is an update of the City's previous General Plan, the organization of this section is designed for easy comparison of this Plan to the previous Plan in order to more easily describe proposed changes or modifications where appropriate.

RESIDENTIAL LAND USES

Past issues and concerns of the citizens of Alhambra have been related to such matters as the location and intensity of residential uses, especially in "transitional" areas that are, or once were, strictly single-family neighborhoods. Related to these concerns are those of residential quality or "livability" in terms of the neighborhoods and, more specifically, the structures themselves. Since high density often means an influx of rental units occupied by "transient" persons or families, there is also concern for the maintenance of physical and social residential quality and personal interest in Community and neighborhood affairs. Such factors have been considered and evaluated in the process of preparing the Land Use Plan.

Residential land use density is always a major topic of discussion in dealing with any community's future land use proposals. The previous General Plan was based in part on population projections and development trends that have significantly leveled off in Alhambra in recent years. Also, as such serious problems as inflation, increased traffic congestion, energy shortages, unemployment, etc., have increased there has been an increased awareness of the many problems residents of this region face and an increased interest in environmental quality and quality of life, as opposed to continued growth. Such changes are reflected in this General Plan.

The previous General Plan proposed residential land use categories ranging from an average of 8 dwelling units per acre (Low Density) to an average of 50 dwelling units per acre (High Density). In order to achieve a 50 unit per acre average much higher densities would be assumed to occur in those areas. Obviously, the City's zoning ordinance no longer provides for such densities. Proposed land use densities for residential areas do not provide for higher densities than the zoning ordinance allows.

The State requires that the Zoning Map of the City be consistent with the Land Use Element of the General Plan. The question of consistency is often a difficult one to evaluate since many general plans express land uses in density figures that are vague or not equivalent to those used in zoning. To alleviate some of this difficulty, residential density figures quoted in this Element have been adjusted to conform to the present zoning densities in Alhambra. This, however, does not mean that the proposed land uses are being adjusted to conform to zoning and there will be areas of the Community in which zoning will eventually have to be adjusted if the Land Use Element is to be implemented according to the Plan.

Residential densities shown on the Land Use Plan are as follows:

Low Density ---- 0-5 Dwelling Units per Acre

Medium Density - 6-17 D.U./Acre

High Density --- 18-43 D.U./Acre

Although the existing Zoning Ordinance includes four zones of residential (R-1 through R-4), there are only three density ranges, since R-4 and R-3 both allow up to 43 units per acre with R-4 allowing greater building height. Therefore, the High Density land use category will be comparable to either R-3 or R-4 zones.

Low Density Residential:

The low-density residential category consists of all general areas of the City of Alhambra in which the dwelling unit density should not exceed an overall average of five dwelling units per acre. These areas include primarily single-family detached homes in neighborhoods that should be retained for such uses with no major land use changes or transitions to higher densities.

Since many areas of Alhambra are already experiencing transitional increases in density, there are few strictly single-family neighborhoods that would qualify for this low-density designation. Therefore, proposed low density residential areas include some areas of the City in which some multiple-family structures have been built. These, of course, will remain. The main intent is to check any transitional trends in that direction and to preserve the low density character of these areas. The following is a brief summary of neighborhoods in the Low Density Residential category. (Refer to Land Use Map)

- South of Valley Blvd. and west of Marengo: The majority of this area on the north side of the San Bernardino Freeway is proposed for low density uses with the exception of higher density residential and mixed uses in some areas along arterial streets and in the vicinity of Hellman, Fremont and the Freeway.
- South of San Bernardino Freeway and west of Atlantic: The majority of this area is proposed for low density with the exception of some higher densities along the arterial streets where appropriate.
- North of Concord: Most of the low density areas between Concord and Main Street (west of Fremont) will be retained with the exception of slightly higher densities along Poplar (a proposed secondary arterial) and in the vicinity of Main and Huntington Drive.
- Alhambra Park Area: A small neighborhood to the east of this park is the only remaining such area north of Main Street that has not been threatened by increasing densities.
- Northeast Alhambra : This neighborhood, located primarily to the east of San Pasqual Wash, is one of Alhambra's finest neighborhoods and should be retained.

- East of Moor Field: This area is particularly susceptible to transitional changes and also to traffic penetration into and through the neighborhood. As part of this area's conservation, it is recommended that steps be taken to alleviate the traffic problems, possibly through the closure of some streets or the creation of cul-de-sac streets where appropriate to reduce the negative effects of through traffic.
- South of Almansor Complex: This area, extending from New Avenue to Garfield and also west of Garfield, is also susceptible to transitional changes and traffic penetration but could be retained in its present low density condition.
- East of Almansor and between Valley and the Freeway: This neighborhood is surrounded by higher intensity uses. Fortunately, most homes front on local streets and steps could be taken to modify the circulation patterns to divert through traffic onto secondary or major arterials such as Almansor or New Ave.

Medium Density Residential:

This category is proposed to provide for residential densities of up to as many as 17 dwelling units per acre. This density is applied primarily to areas that have experienced at least some transition to higher densities or that are located in areas that slightly higher densities would be most desirable.

Medium Density areas are expected to accommodate pressures for the development of some lower-density apartments, patio houses, court or atrium houses, and some condominiums or townhouses with larger family-oriented private yards and possibly recreation or other facilities.

Since it is often difficult to obtain financing for single-family home improvements in transitional areas, this density should provide the stability of continued lower densities suitable for the conservation of existing homes while also helping to attract new real estate investment that is aimed primarily at home ownership. Allowing slightly increased densities in these areas will also have the effects of improving the overall attractiveness of the neighborhood through some new construction and related landscaping, etc., while retaining neighborhood stability through the encouragement of home ownership and the provision of greater ownership opportunities and a wider choice of housing types.

Since higher densities of development will increase the population somewhat, areas proposed for the Medium Density designation have been located at or near the periphery of lower density neighborhoods for maximum access to the circulation system without increasing traffic on local streets.

A few neighborhoods in Alhambra have already experienced considerable increases in density. Often, the streets were originally designed to accommodate single-family residences and no longer adequately provide the needed on-street parking and safe circulation. In such areas, the Medium Density has been proposed, rather than High Density, primarily to check possible over-development and to limit future development to lower density units that can provide their own off-street parking and will not continue to over-tax existing streets and other facilities. Areas in which this was the case include the areas north of the San Bernardino Freeway between Atlantic and Garfield, a small area west of Atlantic to the Ramona Convent, an area east of Garfield to Almansor between the Freeway and Valley Boulevard, and other areas with similar problems or potential problems near the central areas of Alhambra.

High Density Residential:

The High Density category is proposed to provide for residential densities greater than 17 dwelling units per acre and up to the zoning ordinance maximum of approximately 43 units per acre. This density will allow for the development of such higher intensity uses as garden apartments, higher density town-houses and condominiums in areas already significantly converted to similar uses and in areas where arterial access, freeway access, and availability of major activity centers would warrant such development.

It is expected that a considerable proportion of these units will be of the rental type. Since many residents are unable to purchase a home or do not wish to purchase, these units will meet a real need for rental units in the Community. Also, because of the potential flexibility of design of these types of dwellings, they will also help to provide for the housing needs of single persons, young married couples, couples without children that may desire a recreation-oriented maintenance-free environment, and also the many elderly residents of Alhambra that may no longer desire the maintenance and other major responsibilities of single-family home ownership.

High density residential areas are proposed for much of the already high density central area of Alhambra, primarily north of Main Street. Another major area of high density is proposed south of Main Street, along Atlantic and to the west of Atlantic, as can be seen on the Land Use Plan map. Another major such area is the area south of Mission Road on each side of Garfield eastward to the Almansor Complex.

In some cases, high density has been proposed immediately behind commercial areas in the downtown area and along some major arterials. These areas should not be designed to "buffer" lower-density residential neighborhoods, but rather to provide for maximum pedestrian access to shopping and easy automobile access to the arterial streets and freeways.

Residential Density Summary:

CATEGORY & DENSITY		TYPE & OCCUPANCY	LOCATION
LOW	0-5 Dwelling Units/Acre	Single-Family residences primarily for families with children.	In neighborhoods with easy access to arterials and neighborhood facilities.
MEDIUM	6-17 Dwelling Units/Acre	Townhouses, Condos, and some apts., for families, couples, or singles with variety of home choices.	Mostly in transitional areas to limit the density but allow change and improvement.
HIGH	18-43 Dwelling Units/Acre	Apts., townhouses, condos, etc., for single persons, couples without children, and elderly. May be recreation-oriented & include high-rise.	In transitional areas and areas of intensive activity. Should be near freeways or transportation facilities

COMMERCIAL LAND USES

The Commercial Land Use category of the General Plan includes general commercial uses such as retail trade and services, office-professional, and the Downtown Business District of Alhambra which is designated as a "special study area".

General Commercial Land Uses:

The greatest concentrations of commercial land uses are located in the downtown business district and along the major arterials of the City, as has been discussed earlier in this Element.

Strip commercial development along major arterials such as Valley Boulevard and Main Street presents unique land use problems to the Community and to the businessman. Many of the lots have insufficient depth and rear alley access separating lots from established residential areas. There is not enough land area for major commercial uses, expansion of existing uses, or adequate off-street parking areas to serve even existing uses. On-street parking and high turnover at business establishments add considerable friction to the already heavy traffic flow on Valley Boulevard and other arterials.

There are a number of potential solutions to the problems of strip commercial including the utilization of the power of the Redevelopment Agency to create combinations of small properties into single developable parcels. Such combinations could include marginal or substandard residential properties behind the existing commercial uses to add depth to the commercial parcel. Also, the use of a parking authority may be considered in order to provide additional off-street parking.

Another alternative would be to create "nodes" of commercial establishments at major points along the commercial strip. These nodes would contain primarily retail businesses and would encourage pedestrian traffic. The remainder of the commercial strip could then be used for the more automobile-oriented and specialized service uses and office-professional uses or, in some cases, could include new residential development that would tend to break up the visual monotony of the commercial strip. Such programs could be pursued as a Specific Plan in certain areas or as specialized programs involving the businesses concerned in order to bring these General Plan options down to the level of specific action programs for implementation of possible solutions to these problems.

The Land Use Plan map indicates proposed general commercial uses along most of Valley Boulevard and Main Street on either side of the downtown area. This is not intended to promote or encourage the already existing strip commercial land uses. It is recommended that these areas be encouraged to combine lots whenever possible to develop larger centers where several businesses can locate and share a common off-street parking area. Larger developments, such as neighborhood convenience centers or Community shopping centers, should be encouraged to locate at high access points where they will form the nucleus of a commercial activity node.

It is also recommended that, whenever possible, local streets that join the arterial be closed or ended in a cul-de-sac street to divert neighborhood traffic onto collector streets rather than directly onto the arterial. This will help to improve traffic flow on the arterial, provide additional frontage for commercial development, and reduce through traffic in the adjacent residential neighborhoods.

Office-Professional Land Uses:

Although office-professional uses were mentioned as possible alternative uses along major arterials, several more specific areas for such uses have been designated on the Land Use Plan. These uses might include financial institutions, law, insurance, architecture, engineering, medical-dental, administration, or other offices and professional services. These uses enjoy a wide range of location possibilities since they are generally compatible with most other land uses. They can serve as a functional transition or buffer use between shopping and residential areas, or between industry and quieter uses adjacent to it.

The Land Use Plan provides for office-professional uses along Garfield between Valley Blvd. and Mission Road and also encourages such uses, where appropriate in other general commercial areas. An area of this designation is also proposed in the Redevelopment Area immediately west of the hospital between Palm and Raymond for future hospital-related land uses such as laboratories, medical-dental centers, medical suites, or other such uses that characteristically develop near hospitals.

Downtown Business District:

The business district of Alhambra is located primarily along Main Street near and easterly of Garfield. Currently, this area, which could be the primary focal point of the City,

has very little identity of its own and is nearly lost in the strip commercial image of Main Street. Landscaping, street trees, sign controls, and pedestrian amenities are lacking and automobile traffic dominates along Main Street. There is no apparent architectural design theme or relationship of businesses that would serve to tie the area together. Rather, the effect is the appearance of individual "highway-related" businesses rather than a homogenous grouping of establishments or structures that one could identify as "downtown".

The Downtown Business District is identified on the Land Use Plan as a special study area. In order to ensure this area's future viability and economic health, detailed studies of the area and its possibilities or potentials should be undertaken and an overall physical and economic plan developed for the revitalization of the entire area. Such a study is beyond the scope of the General Plan and would require considerable input from residents and the business community. The area depicted on the Land Use Plan is tentative and subject to alteration, depending on the desires of the Community. However, it should be stressed that an overall concept plan should be developed rather than a smaller plan so that non-business uses such as residential, the Civic Center area and other adjacent areas will be tied into the overall design.

Commercial-Transportation:

Currently, there are a number of commercial land uses throughout the City of Alhambra that are transportation-related. These include automobile dealers, auto repair and paint shops, motorcycle sales and service, recreational vehicles sales, etc. Such uses are often not compatible with residential neighborhoods or even commercial areas because of their traffic, noise, and specialization.

It is recommended that the City, possibly through the Redevelopment Agency, consider the possibility and feasibility of providing a special area in which such transportation-related businesses can locate. Such an area could provide for a variety of these uses -- a one-stop center for automotive needs that is easily accessible to major arterials and freeways. Such an area would be able to locate adjacent to a freeway in an area that would not be suitable for other uses, giving it both freeway access and exposure. A specific area for such a development is not designated in the Land Use Plan but it is recommended that the City investigate areas along the San Bernardino Freeway that are deteriorating or severely impacted by the freeway for conversion, either privately or through the Redevelopment Agency, to commercial-transportation uses.

INDUSTRIAL LAND USES

All proposed industrial land uses are located within the Alhambra Industrial Center in the western portion of the City. The Alhambra Redevelopment Agency is currently in the process of implementing its Redevelopment Plan which provides for future growth of the Industrial Center.

The Land Use Element proposes one major change in this area of the City. It is recommended that the western boundary of the project area be pushed back to Concord Avenue. The area south of Concord is currently residential, consisting of a variety of housing types and structural conditions. There is very little separation between major heavy industrial uses and single-family residences in this area. Concord Avenue is proposed to be improved to the status of a secondary arterial to ease traffic congestion on Fremont and provide an alternate route to the Long Beach Freeway. This could also serve the industrial area as a truck route.

Since many of the homes in this area are in sound condition and attractive, this proposal is presented for long-range consideration rather than immediate action. When this proposal is implemented, the project area boundary would be Concord Avenue which would then be a secondary arterial. The more stable neighborhood north of Concord could then be buffered by a wall along Concord or other noise attenuation barrier and several streets could be closed to divert local traffic north to Commonwealth, a collector street.

PUBLIC/QUASI-PUBLIC LAND USES

These land uses consist of a variety of institutions, public lands, utilities, and other land uses that are generally considered to be public in nature or perform a public service.

Unlike the previous categories of residential, commercial, and industrial lands, these land uses are more dependent upon the development of other types of land uses and normally follow, rather than precede those uses as dictated by Community needs. Administration of these land uses is provided for either through the various city departments or other means such as school districts, special districts, utility companies, etc.

Areas designated on the Land Use Plan for these types of uses are described in more detail in the Public Facilities and Conservation/Open Space Elements of the General Plan. No lands

in Alhambra that are not already developed for such uses are proposed. Churches, which may be considered institutional or quasi-public, are usually not shown under this category but are included in residential areas. However, in cases where the church or similar facility is very large, it is shown as being included in this category. Other uses included in this category are large convalescent or institutional care facilities, including retirement homes, private and public schools, Alhambra Community Hospital, and the Civic Center area.

CONSERVATION, OPEN SPACE, & RECREATION

Areas included in this category are the City parks, the Almansor Recreation Complex, Moor Field and the County Flood Control District lands between the Long Beach Freeway and the Alhambra Hills area at the southwestern corner of the City.

Proposals and recommendations in the Parks and Recreation Element concerning public recreational use of some conservation and open space areas provides a more detailed description of additional recreational opportunities. For example, it was recommended that the possibility of recreational use of flood control rights-of-way be investigated, possibly for bicycle facilities. Also, one of the most promising opportunities will become available with the lowering of the railroad. It is recommended that the City study the potential of the railroad right-of-way for possible development of recreational facilities including a bicycle route along the trench that would provide a recreation-oriented link across the width of the Community, connecting neighborhoods, schools and parks. Landscaping of the right-of-way will greatly improve the appearance of the area.

IMPLEMENTATION

The key to effective land use planning is the establishment of methods and procedures for the implementation of land use plans, standards and policies. The recent "consistency" provision of the State Planning Law provides a stronger tie between the land use plan and zoning, which is the key implementation tool. This and other tools will be briefly described in this concluding section of the Land Use Element.

ZONING

The Zoning Ordinance of the City Code provides for the designation of zoning districts and the regulation of development within those districts. Typical development controls include the type of use allowed, density, open space, height, bulk and setback requirements and numerous other development standards. Procedural techniques for the review and regulation of the development are as numerous as the requirements and standards. Those activities are administered by the Planning Commission and City Council and in some cities the Board of Zoning Adjustments, Environmental Review Board, Subdivision Committee, Design Review Board, etc.

SUBDIVISION REGULATIONS

Subdivisions may be regulated and reviewed in accordance with the California Subdivision Map Act and a city's subdivision ordinance, if desirable.

BUILDING CODES

These codes regulate building and safety and include provisions for building, plumbing, electrical, and mechanical construction.

SPECIFIC PLANS

Under provisions of Section 95450 of the Government Code, the City may utilize the specific plan process for the study of detailed issues and planning of areas. The specific plan is then used for amendments to the General Plan and zoning.

AREA PLANS

This subject is analagous to the specific plan, however, it need not require the adoption of a specific plan. It is often used in larger areas for which a master plan is prepared for inclusion into the General Plan.

PUBLIC ACQUISITION

The acquiring of land for public uses and facilities is an ongoing process in most cities and is accomplished in several ways:

- Fee simple purchase
- Condemnation and purchase
- Required dedication of land and/or fees
for the acquisition of community facilities
- Easements for public usage
- Dedication of improved streets and utilities
- Joint ventures or funding from County or
Federal revenue sources.

CAPITAL IMPROVEMENTS PROGRAM

The City's CIP may be used to guide and assist in the implementation of the General Plan, possibly through program or development phasing, etc.

REDEVELOPMENT

City involvement and leadership in the redevelopment process can be a significant method of implementing the General Plan as the ARA is presently doing in their project area.

INSTALLMENT PURCHASE

This method could be used by the City to adjust acquisition purchases to long-term installment payments.

PUBLIC INVOLVEMENT

Continuing programs involving citizen participation are an essential ingredient in the development of plans, goals, and policies for neighborhoods or the Community as a whole and such involvement is vital to successful implementation of the Plan.

APPENDIX

Explanation:

Included in the following sets of tables are the "Existing Land Use" total acreages for the City of Alhambra as of 1973.

All land uses have been broken down to the zones in which they currently exist with each table showing the totals for the twelve census tracts in Alhambra. The tables are arranged in census tract numerical order.

The totals across the bottom of each table are the total acreages in each of the zoning categories for that census tract. The totals in the far right vertical column are the total acreages of each land use category in that census tract.

CENSUS TRACT: 4803

LAND USE	ZONING CATEGORIES								LAND USE TOTAL
	R1	R2	R3	R4	C	M	P	OS	
Single Family	88.25	2.78	51.54	21.59	2.03	0	5.39	0	171.57
Two Family	2.98	2.2	24.57	3.89	.54	0	2.2	0	36.38
Three Family	.37	0	7.83	3.48	.17	0	.99	0	12.84
Four + Family	0	.87	51.75	10.28	2.24	0	3.27	0	68.41
Public	3.98	0	1.95	7.83	2.44	0	1.95	6.05	24.24
Commercial	0	0	1.7	.12	37.95	0	.33	0	40.15
Manufacturing	0	0	0	0	0	0	0	0	0
Utilities	.29	0	.21	0	0	0	0	1.66	2.16
Parking	0	0	.25	2.32	9.24	0	2.36	0	14.17
Vacant	0	0	2.65	.58	0	0	.33	2.2	5.76
ZONE TOTALS	95.87	5.85	142.45	50.09	54.61	0	16.82	9.91	375.6

CENSUS TRACT: 4804

LAND USE	ZONING CATEGORIES								LAND USE TOTAL
	R1	R2	R3	R4	C	M	P	OS	
Single Family	98.22	45.99	26.06	0	.48	0	0	0	170.73
Two Family	.72	7.99	7.24	0	0	0	0	0	15.95
Three Family	0	1.11	4.26	0	0	0	0	0	5.37
Four + Family	3.94	.56	23.31	1.87	0	0	0	0	29.68
Public	0	.16	4.85	0	0	0	0	8.63	13.64
Commercial	0	.16	1.15	0	3.58	0	0	0	4.89
Manufacturing	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0
Parking	0	0	0	0	0	0	0	0	0
Vacant	1.87	0	0	0	.32	0	0	0	2.19
ZONE TOTALS	104.75	55.97	66.87	1.87	4.38	0	0	8.63	242.47

CENSUS TRACT: 4808.01

LAND USE	ZONING CATEGORIES								LAND USE TOTAL
	R1	R2	R3	R4	C	M	P	OS	
Single Family	86.62	37.96	54.1	.97	.67	1.98	.51	0	182.81
Two Family	3.45	10.24	26.04	1.14	.38	1.18	.17	0	42.59
Three Family	.17	4.47	10.7	1.52	0	.17	.17	0	17.19
Four + Family	0	.17	24.86	.34	1.05	0	1.43	0	27.85
Public	.38	0	.17	0	1.43	0	0	24.94	26.92
Commercial	0	1.18	3.03	.17	16.81	6.02	0	0	27.21
Manufacturing	0	0	0	0	.59	34.13	0	0	34.72
Utilities	0	0	3.37	0	0	0	0	0	3.37
Parking	0	0	0	0	.13	.21	0	2.19	2.53
Vacant	4.47	.17	2.15	0	1.94	.67	0	0	9.39
ZONE TOTALS	95.09	54.19	124.42	4.14	23.0	44.36	2.28	27.13	374.61

CENSUS TRACT: 4808.02

LAND USE	ZONING CATEGORIES								LAND USE TOTAL
	R1	R2	R3	R4	C	M	P	OS	
Single Family	76.29	28.58	4.15	0	.14	4.7	1.1	0	114.96
Two Family	3.52	7.85	1.05	.37	.09	1.14	.09	0	14.11
Three Family	.18	.96	.27	0	.32	.55	0	0	2.28
Four + Family	0	.59	.68	1.23	.27	1.14	0	0	3.91
Public	0	.32	0	0	0	0	0	0	.32
Commercial	0	.14	0	0	12.88	36.11	0	0	49.13
Manufacturing	0	0	0	0	.64	165.55	.14	0	166.33
Utilities	0	0	0	0	0	0	0	0	0
Parking	0	.18	0	0	0	.73	1.78	0	2.69
Vacant	.14	1.51	.14	0	2.56	10.5	.14	0	14.99
ZONE TOTALS	80.13	40.13	6.29	1.6	16.9	220.42	3.25	0	368.72

CENSUS TRACT: 4809

LAND USE	ZONING CATEGORIES								LAND USE TOTAL
	R1	R2	R3	R4	C	M	P	OS	
Single Family	30.61	70.44	33.51	17.24	.13	3.52	3.3	.8	159.55
Two Family	.89	23.61	14.35	7.31	0	0	.53	0	46.69
Three Family	0	10.78	6.28	4.81	0	.67	.53	0	23.07
Four + Family	0	3.92	21.03	16.4	1.38	0	2.36	4.86	49.95
Public	0	1.56	5.12	14.66	5.52	0	3.43	43.44	73.73
Commercial	0	.13	.4	.26	25.62	.98	0	0	27.39
Manufacturing	0	0	0	0	.26	45.36	0	0	45.62
Utilities	0	0	0	0	0	0	0	0	0
Parking	0	0	0	1.34	.94	0	1.83	0	4.11
Vacant	0	.49	.4	0	.85	10.29	0	0	12.03
ZONE TOTALS	31.5	110.93	81.09	62.02	34.7	60.82	11.98	49.1	442.14

CENSUS TRACT: 4810

LAND USE	ZONING CATEGORIES								LAND USE TOTAL
	R1	R2	R3	R4	C	M	P	OS	
Single Family	21.18	89.39	20.51	5.5	5.45	0	1.3	0	143.33
Two Family	1.47	29.19	9.9	2.18	2.85	0	1.09	0	46.68
Three Family	0	7.13	1.3	.17	1.97	0	.17	0	10.74
Four + Family	0	5.24	27.73	5.66	4.4	0	.76	.76	44.55
Public	0	3.82	3.57	13.59	4.53	0	0	43.71	69.22
Commercial	0	.76	.88	0	41.32	0	.17	0	43.13
Manufacturing	0	0	0	0	0	0	0	0	0
Utilities	0	0	.76	.21	3.06	0	0	.29	4.32
Parking	0	.17	0	2.94	8.05	0	2.89	.17	14.22
Vacant	.67	2.18	4.87	6.17	2.31	0	0	0	16.2
ZONE TOTALS	23.32	137.88	69.52	36.42	73.94	0	6.38	44.93	392.39

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CENSUS TRACT: 4815

LAND USE	ZONING CATEGORIES								LAND USE TOTAL
	R1	R2	R3	R4	C	M	P	OS	
Single Family	164.26	0	17.8	0	0	0	0	0	182.06
Two Family	0	0	1.91	0	0	0	0	0	1.91
Three Family	0	0	1.34	0	0	0	0	0	1.34
Four + Family	0	26.71	5.98	0	0	0	0	0	32.69
Public	0	0	0	0	.67	0	0	291.57	292.24
Commercial	1.53	0	0	0	36.76	0	0	0	38.29
Manufacturing	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	2.68	0	0	0	2.68
Parking	0	0	0	0	0	0	4.55	0	4.55
Vacant	0	0	.19	0	0	0	0	0	.19
ZONE TOTALS	165.79	26.71	27.22	0	40.11	0	4.55	291.57	555.95

CENSUS TRACT: 4816.01

LAND USE	ZONING CATEGORIES								LAND USE TOTAL
	R1	R2	R3	R4	C	M	P	OS	
Single Family	103.82	14.22	27.35	.17	.13	0	0	0	145.68
Two Family	1.3	7.01	11.37	.17	.63	0	0	0	20.48
Three Family	0	1.93	6.12	0	0	0	0	0	8.05
Four + Family	.5	1.72	38.72	1.47	1.09	0	0	0	43.5
Public	0	0	.29	0	0	0	0	0	.29
Commercial	0	0	8.05	0	12.79	0	0	0	20.84
Manufacturing	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0
Parking	.5	0	.21	0	2.14	0	0	0	2.85
Vacant	0	0	5.5	0	.55	0	0	0	6.05
ZONE TOTALS	106.12	24.88	97.61	1.81	17.33	0	0	0	247.75

CENSUS TRACT: 4816.02

LAND USE	ZONING CATEGORIES								LAND USE TOTAL
	R1	R2	R3	R4	C	M	P	OS	
Single Family	6.59	104.54	26.94	1.52	.95	0	0	0	140.54
Two Family	0	38.0	25.33	.61	0	0	0	0	63.94
Three Family	0	15.1	5.42	.48	0	0	0	0	21.0
Four + Family	1.52	5.68	17.96	1.13	0	0	0	0	26.29
Public	0	1.82	.91	1.13	0	0	0	5.21	9.07
Commercial	0	0	2.43	0	18.35	0	0	0	20.78
Manufacturing	0	0	0	0	0	0	0	0	0
Utilities	0	.22	0	0	0	0	0	0	.22
Parking	0	.26	.43	0	.87	0	0	0	1.56
Vacant	.43	.65	.39	0	1.34	0	0	0	2.81
ZONE TOTALS	8.54	166.27	79.81	4.87	21.51	0	0	5.21	286.21

CENSUS TRACT: 4818

LAND USE	ZONING CATEGORIES								LAND USE TOTAL
	R1	R2	R3	R4	C	M	P	OS	
Single Family	148.74	0	.72	0	0	0	0	0	149.46
Two Family	0	0	.34	0	0	0	0	0	.34
Three Family	0	0	0	0	0	0	0	0	0
Four + Family	0	0	0	0	0	0	0	0	0
Public	0	0	0	4.76	0	0	0	0	4.76
Commercial	0	0	0	0	0	0	0	0	0
Manufacturing	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0
Parking	0	0	0	0	0	0	0	0	0
Vacant	0	0	0	00	0	0	0	0	0
ZONE TOTALS	148.74	0	1.06	4.76	0	0	0	0	154.56

CENSUS TRACT: 4819.01

LAND USE	ZONING CATEGORIES								LAND USE TOTAL
	R1	R2	R3	R4	C	M	P	OS	
Single Family	206.82	13.01	1.18	2.01	.15	0	0	0	223.17
Two Family	2.16	4.74	1.44	.19	0	0	0	0	8.53
Three Family	0	5.35	2.16	.15	0	0	0	0	7.66
Four + Family	2.96	.72	2.62	1.18	0	0	0	0	7.48
Public	0	.27	.53	0	0	0	0	36.16	36.96
Commercial	0	0	.38	0	13.39	0	0	0	13.77
Manufacturing	0	0	0	0	.15	0	0	0	.15
Utilities	0	0	0	0	0	0	0	0	0
Parking	0	0	0	0	.23	0	0	0	.23
Vacant	.87	.11	.27	.11	.11	0	.27	0	1.74
ZONE TOTALS	212.81	24.2	8.58	3.64	14.03	0	.27	36.16	299.69

CENSUS TRACT: 4819.02

LAND USE	ZONING CATEGORIES								LAND USE TOTAL
	R1	R2	R3	R4	C	M	P	OS	
Single Family	81.47	4.0	4.0	2.16	0	0	0	0	91.63
Two Family	2.0	.92	1.28	.68	0	0	0	0	4.88
Three Family	.32	.12	.72	.6	0	0	0	0	1.76
Four + Family	1.12	0	6.41	5.44	0	0	0	0	12.97
Public	2.84	0	1.16	8.81	.96	0	0	16.62	30.39
Commercial	0	0	1.2	1.28	0	0	0	0	2.48
Manufacturing	0	0	0	0	0	0	0	0	0
Utilities	1.32	0	0	0	0	0	0	0	1.32
Parking	0	0	0	0	0	0	0	0	0
Vacant	.28	0	2.44	3.12	2.52	0	0	.2	8.56
ZONE TOTALS	89.33	5.04	17.21	22.09	3.48	0	0	16.82	153.97

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